

# THE ILLUSTRATED LONDON NEWS



**1842** Our Ninetieth **1932**  
Birthday  
Special Number



C. E. TURNER





BY APPOINTMENT



# GENUINE ANTIQUE FURNITURE



A very fine Chippendale COMMODE, of serpentine shape, from  
LORD HILLINGDON'S, THE HALL, OVERSTRAND.

4 ft. wide.

2 ft. 10½ ins. high.

AND A

Pair of finely carved Chippendale TORCHÈRES, from ASTON  
HOUSE, near STONE, STAFFORDSHIRE. 4 ft. 3 ins. high.

CATALOGUE in 3 parts, with over 450 pages  
of illustrations.

Price £1.16.0 the set, or 12s. each part.

OVER 100 ROOMS.

## M. HARRIS & SONS

44 to 52, NEW OXFORD STREET, LONDON, W.C.1





A NOTABLE ADVERTISEMENT IN COLOURS FOR THE PUBLICATION OF WHICH MESSRS. ENO PAID £1000: A LITHOGRAPHED DESIGN ON THE BACK COVER OF "THE ILLUSTRATED LONDON NEWS" TRANSVAAL WAR RECORD NUMBER.

NEARLY ninety years ago, in the year in which Dickens founded the *Daily News*, Charles Mitchell, publisher of the Newspaper Press Directory—a practical guide to the newspapers and periodicals of Great Britain—wrote of *The Illustrated London News*: "It is liberal in its general tone, exactly suited for a family paper . . . it has more circulation among the younger generation than any other newspaper." He went on to say: "There is but one way of obtaining business and that is publicity, but one way of obtaining publicity and that is advertising."

Mitchell, of course, had an axe to grind. Publicity in his day, and for many years before, had been

of vocal advertisers whose business it was to call out the advantages of the goods to be marketed.

The development of advertising, however, as a science and an art, and its conduct by practitioners of a quasi-professional status, coincides in a special way with the lifetime of *The Illustrated London News*. The introduction of the Penny Post in 1840 made it possible to send out leaflets and price-lists at a reasonably low price, and the half-penny post for unclosed printed matter in 1855 facilitated the process. A few years before the latter date, the use of advertising vans in London had become so obstructive to ordinary vehicular traffic that their use was prohibited; and in 1853 it was enacted that sandwichmen, who had long been a nuisance to pedestrians, should quit the pavement for the gutter.

The posting of bills on walls and hoardings was also regulated. Before this time, advertisers were allowed to tear down or cover up the posters of their competitors. Indiscriminate warfare was the order of the day, and none but the victor of a hundred fights could hold himself out as a really competent publicity man. How scarce advertising was in the newspapers and periodicals of the 'forties may be seen by consulting the early numbers of *The Illustrated London News*. It is true that we find many of the well-known names of household goods we use to-day, and their uninterrupted presence in these columns over a period of nearly a century confirms the view Charles Mitchell took as to the interest the family finds in this paper's contents.

Some of these names in themselves are landmarks in the progress of civilisation. In 1842 we find Chubb's

Safes, Heal's Bedsteads, Lea and Perrin's Sauce, Price's Candles; a little later, Allsopp's Ales, Fortnum and Mason, Maple and Co., and Peter Robinson. The use of bicycles becomes general; Humber and Triumph appear; photography is accessible to amateurs, and so comes Kodak; the lawn-mower: Ransomes and Green's; the fountain-pen: Mable Todd; the typewriter: Remington; the motor-car: Dunlop Tyres, and so to the power of *n*.

The appearance of a typical Press advertisement in those early days was very different from its present descendant. As late as the 'sixties the size of an announcement was limited. In certain newspapers it was not allowed to exceed one inch in depth. The way

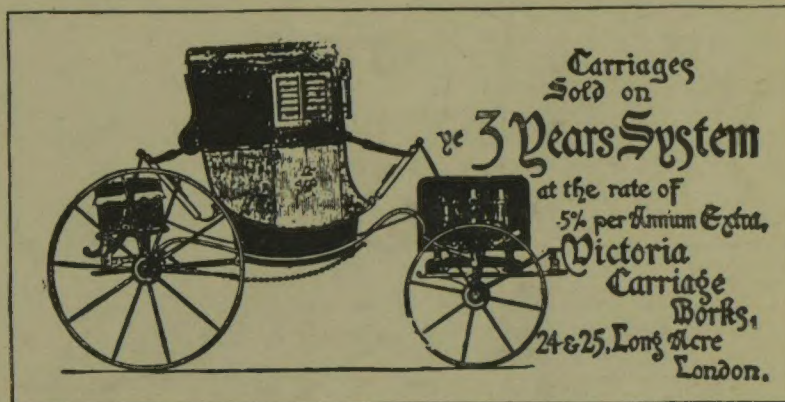
of getting over this difficulty was in some cases to repeat the one-inch advertisement down the whole length of a column. Gradually these restrictions were removed and larger spaces appeared, culminating in the whole page. The first audacious innovator of this extravagance was one Pulvermacher, and here again *The Illustrated London News* made history, for it was in one of their 1875 issues that appeared the first recorded whole-page advertisement, which announced "Galvanic chainbands and belts"!

Earlier advertising was confined to type similar to that in the news columns. This had the doubtful advantage that a reader did not know at once whether he was reading editorial matter or the puff of the marketed product of a business house. It was often not till he had reached the last few words, where the commodity was first mentioned by name, that the issue was decided, usually to the chagrin and

## NINETY YEARS OF ADVERTISING.

By ERIC G. UNDERWOOD.

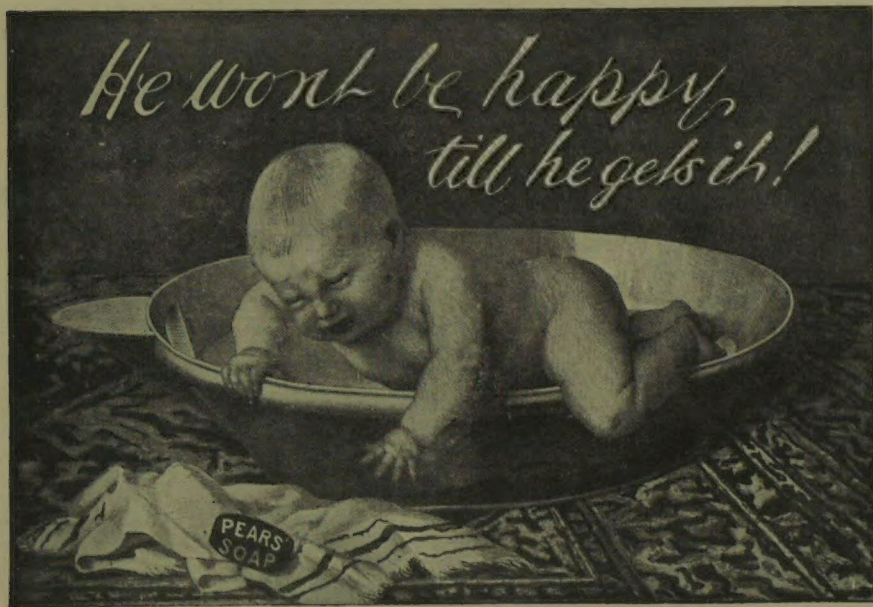
disillusionment of the reader, and so to the disadvantage of the advertiser. This form of publicity tended to disappear when the ban on large spaces was removed, and illustrations and displayed type became the order of the day. At the same time, lengthy reasoned argument was superseded by shorter and brighter reading matter, so that ultimately the ideal became that of the writer of advertisements of to-day, which is that, as a rule, "copy" shall not exceed about 150 words. In a sense it may be said that the science of newspaper publicity began when the old-fashioned idea of making an advertisement look like editorial matter was abandoned. An advertisement nowadays is read and studied for its own sake, and it has more than once been whispered in Fleet Street that some advertisements are more interesting and informative than many editorial articles!



HIRE PURCHASE NEARLY FIFTY YEARS AGO: AN ADVERTISEMENT IN "THE ILLUSTRATED LONDON NEWS" OF MARCH 15, 1884.

Among the leading pioneers in the development of pictorial advertising were the proprietors of Pears' Soap; they spared no expense in their efforts to raise the standard, and for the first time in this country employed the services of highly paid artists like the Royal Academicians Sir John Millais and Sir Herbert von Herkomer, head of the famous school at Bushey. For the copyright of "Bubbles," which picture was painted as one of the famous presentation plates forming part of *The Illustrated London News* Christmas Number, this firm paid Millais no less than £2200. The *Punch* drawing by Harry Furness of the ragamuffin writing the famous testimonial: "Two years ago I used your soap; since then I have used no other,"

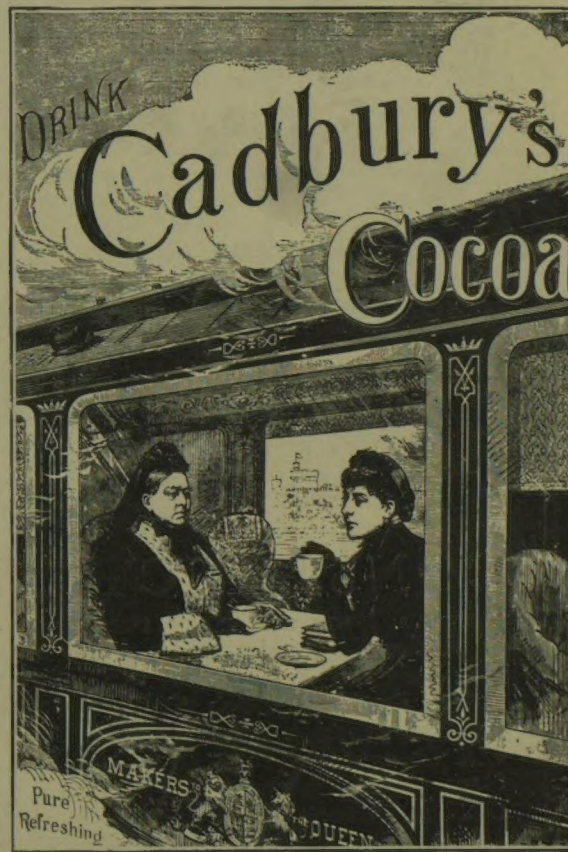
[Continued on page viii]



A FAMOUS DESIGN USED BY THE HOUSE OF PEARS IN 1896: "HE WON'T BE HAPPY TILL HE GETS IT!", WHICH APPEARED IN TWO COLOURS ON THE BACK COVER OF THE SUMMER NUMBER OF "THE ILLUSTRATED LONDON NEWS."

obtained in various other ways than by advertising, just as it is, in fact, to-day. Indeed, the most conspicuous publicity of the first decade of Queen Victoria's reign was that of the posters on the end walls of terrace houses, and the fronts of shops and factories. Very primitive and coarse it was for the most part. And it is to the efforts of men like Mitchell, the first of service advertising agents, to whom the newspaper proprietors of London in 1851 presented a large sum of money for his services, that the development of Press publicity is due.

It is true that printed publicity is as old as Caxton, but other forms are much more ancient. There are business inscriptions on the stones of Babylon and the walls of Pompeii. There is evidence that at the great Stourbridge Fair in the third century, to which buyers came from all parts of Europe, as they do to the British Industries Fair to-day, there was a convention



A ROYAL WARRANT HOLDER'S ADVERTISEMENT IN "THE ILLUSTRATED LONDON NEWS" OF 1884: QUEEN VICTORIA IN THE ROYAL TRAIN.



## A CENTURY OF CHANGE: THE STRAND, PAST AND PRESENT.



IN THE DAYS OF THE OLD HORSE BUS: A VIEW LOOKING TOWARDS ST. MARY-LE-STRAND.

In the days of horse buses, the traffic was even more chaotic than to-day, although the number of vehicles was so much less. The picture gives some idea of the congestion of slow-moving horse-drawn vehicles to be met in the Strand of those days.



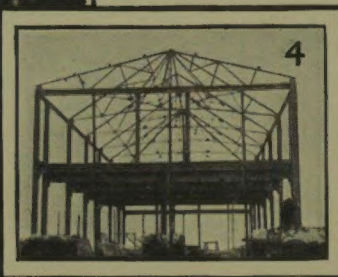
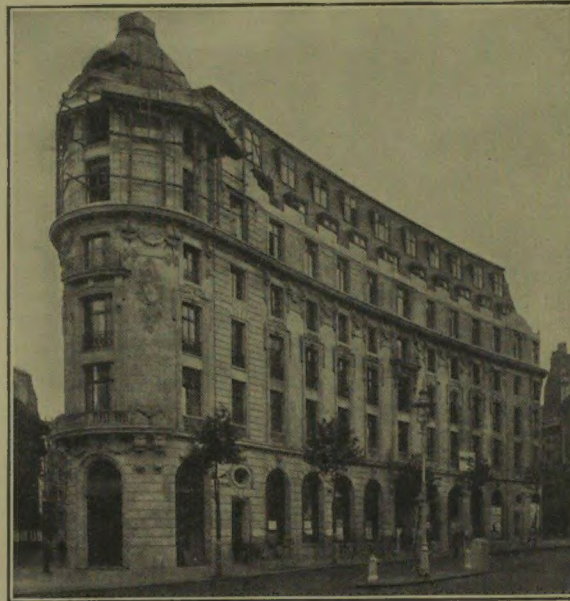
MODERN TRAFFIC CONTROL AT THE CORNER OF KINGSWAY AND THE STRAND: AN ORDERLY "BLOCK" AWAITING THE POLICEMAN'S SIGNAL TO "MOVE ON." This part of the Strand has changed less than other sections of the road. In the distance is St. Mary-le-Strand church, which was originally erected in 1717 from the designs of Gibbs. Thomas à Becket was for a time rector of this parish.



EXCITEMENT OUTSIDE THE PUBLISHING OFFICE OF "THE ILLUSTRATED LONDON NEWS" IN THE STRAND IN 1851: THE APPEARANCE OF A DOUBLE NUMBER ON THE GREAT EXHIBITION. This interesting old drawing was published in our issue of May 24, 1851. A descriptive note by a contemporary read, "This is the publishing office of 'The Illustrated London News,' which . . . keeps for half the week that part of the Strand in a tumult, while the operation of distributing the paper goes on."

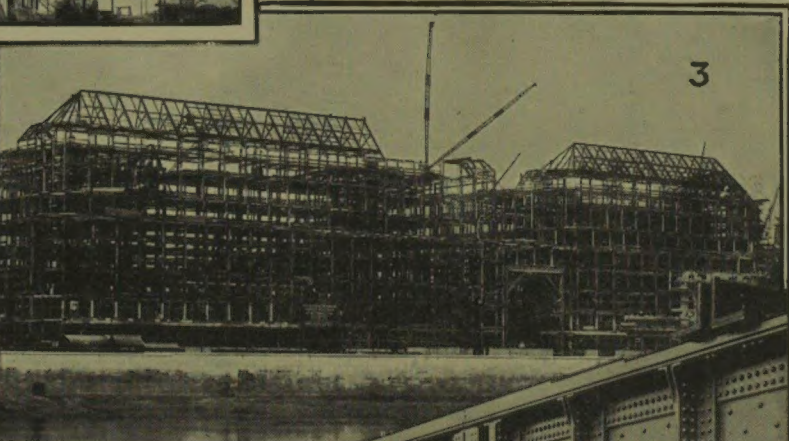
THE HOME OF "THE ILLUSTRATED LONDON NEWS" TO-DAY: THE WELL-KNOWN TRIANGULAR BUILDING WHICH OCCUPIES AN ISLAND SITE AT THE CORNER OF KINGSWAY AND THE STRAND.

"The Illustrated London News" moved into its present quarters, 346, Strand, in 1928, where the Great Eight illustrated papers are now under one roof.



THE ILLUSTRATIONS SHOW:—

1. Sydney Harbour Bridge, 52,000 tons of steel
2. Voryd Bridge, N. Wales, 570 tons.
3. Thames House, London, 11,500 tons.
4. Doncaster Dairy, 50 tons.
5. 98-ton girder, weighing nearly 30 cwt. per foot, for the Cumberland Hotel, Marble Arch, London.
6. 3" x 1 1/4" joist, 4 lb. per foot.



## CONSTRUCTIONAL ENGINEERS

Dorman Long undertake the supply of plain materials and the construction of steelwork for buildings, bridges or pipe lines of any type or size in any part of the world, as the accompanying illustrations show. Dorman Long's steel is British throughout, from the Company's raw materials to the finished product. The Dorman Long Handbook for Constructional Engineers will be sent on request to the London Office to Architects, Engineers, and General Contractors.

DORMAN LONG & Co., Ltd. (Incorporating Bolckow Vaughan & Co., Ltd.) Middlesbrough, Telegrams: 'Dorman, Middlesbrough.' Telephone: Middlesbrough 2241.

LONDON OFFICE: 55, Broadway, Westminster. Telegrams: 'Pugilism, Sowest, London.' Telephone: Victoria 9600.

# DORMAN LONG



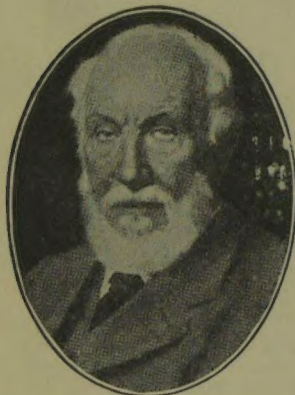
# FIFTY YEARS OF CABLE-MAKING.

1882.

CALLENDER'S CABLE AND CONSTRUCTION COMPANY.

1932.

THIS month sees the jubilee of Callender's Cable and Construction Co. Founded in April, 1882, by William Ormiston Callender, as Callender's Bitumen Telegraph and Waterproof Co., this great manufacturing concern is still under the guidance of his son, Sir Thomas Callender, and the third generation of the family is represented by Mr. Tom Callender, who is a member of the Board and manages the Marine Department. During the fifty years of its existence, the Callender Company has always remained in the forefront of electrical cable construction, and it may truly be said that its products "span the world."



ORIGINAL FOUNDER OF CALLENDER'S CABLE & CONSTRUCTION COMPANY, WHICH CELEBRATES ITS JUBILEE THIS MONTH: WILLIAM ORMISTON CALLENDER.

In 1882 the company carried out an installation for the Marquess of Salisbury at Hatfield House, which shared with Craigside (the residence of the late Lord Kelvin) the distinction of being the first country house to be electrically lighted. From this early beginning the story of Callender's is one of pioneering and progress in all branches of electric cable-making and laying. In 1883 installations were made in the First Avenue Hotel, Holborn, certain parts of the Law Courts, and the Opera House, Covent Garden. In 1885 Callender's laid cables in Charing Cross, Whitehall, and Westminster. That year also saw the beginning of their operations in the north-west of

these contracts, and permanent offices were established in Bombay and Calcutta. Further contracts for the supply and laying of cables were secured in Madras, Delhi, Simla, Lahore, Lucknow, and Cawnpore, and Callender's were appointed Maintenance Engineers to the Telegraph Department of the Government of India. With the development of railway electrification, the company was early in the field and carried out the overhead equipment, cables, and underground work for the Bombay, Baroda, and Central India



THE DEPUTY CHAIRMAN AND MANAGING DIRECTOR OF CALLENDER'S CABLE AND CONSTRUCTION COMPANY: SIR THOMAS CALLENDER, THE FOUNDER'S SON.

Railway. A connection highly valued by the company is that of the important State of Hyderabad in the Deccan, where Callender's have acted as contractors to his Exalted Highness the Nizam for the whole distribution work since 1911. Today in the Punjab, Callender's are carrying out all the overhead work connected with the great Uhl River scheme.

Through the activities of the late Mr. James Callender, brother of the present managing director, a firm connection was established in Australia, and contracts for Sydney and Charters Towers were obtained as early as 1896.

NEW ZEALAND: A large number of municipalities installed Callender's cables for their first requirements. Early contracts were obtained in 1904, and the company still supplies large quantities of underground mains to the Dominion.

SOUTH AFRICA: In Durban, Johannesburg, and elsewhere Callender's cables are well known, notably to the engineers of the great mining groups which play such an important part in the commercial life of South Africa.

CENTRAL AND SOUTH AMERICA: In Mexico City, Vera Cruz, and Puebla, and in Buenos Aires and also in several towns of Brazil, Callender's have carried out important work. The company's South American connections have led to some of the most prominent enterprises with which it has ever been concerned. In Chile, Callender's

participated in the great public utility scheme which included the electrification of Santiago. In addition, considerable contracts were carried out at Valparaiso and in Viña del Mar for Messrs. Pearson and Co., with whom the company had been intimately associated in Mexico.

CHINA AND THE FAR EAST: Here Callender's operated in Hong Kong in 1904, and in Shanghai in 1906. It has representatives in many of the great cities and settlements of the Far East.

STRAITS: In 1904 important cable-laying work was done in Singapore, Penang, and Kuala Lumpur, and Callender's drums are still much in evidence up and down the peninsula.

In Egypt, Kenya Colony, Sudan, Nigeria, the Gold

Coast, and Sierra Leone, Callender's have carried out most important installations, including the complete electrification of the docks at Takoradi. In Europe many cable contracts have been executed. Such towns as Copenhagen, Amsterdam, Barcelona, Brussels, Madrid, and Ostend use Callender's cables.

Among special types of power transmission in which the company is interested are colliery electrification, railway electrification, and submarine power cables. Each demanded special research, and many prominent schemes have been completed. The company is now engaged on a large share of the "grid" scheme for the Central Electricity Board.

Callender's main premises are Belvedere Works, Erith, which cover sixty-four acres, and the Anchor Works, Leigh, Lancashire, where 900 workers are employed. Callender's also have a foundry at Bolton St., Birmingham, and at Willenhall, Staffordshire. A new research station was acquired at Wood Lane in 1930, where the company has the most completely equipped laboratory in this country for work on electric cables.

Some of the famous Callender products are the Kaleeco Wiring system and the Kalibond system for internal house wiring. Railway engineers know well the Ancalite Insulated cables, whilst for marine use Callender's "Maranex" and "C.A." type cable have been specially developed.

Great importance is attached to the friendly relationships with customers in the electrical supply industry. Sir Thomas Callender, besides frequent trips overseas, has been in regular personal contact with almost all towns concerned with the company. He has set up a tradition that is a vital part of Callender's commercial policy, and has done much to establish its reputation after fifty years' continuous development.



THE THIRD GENERATION: MR. TOM CALLENDER, DIRECTOR, AND MARINE DEPARTMENT MANAGER.

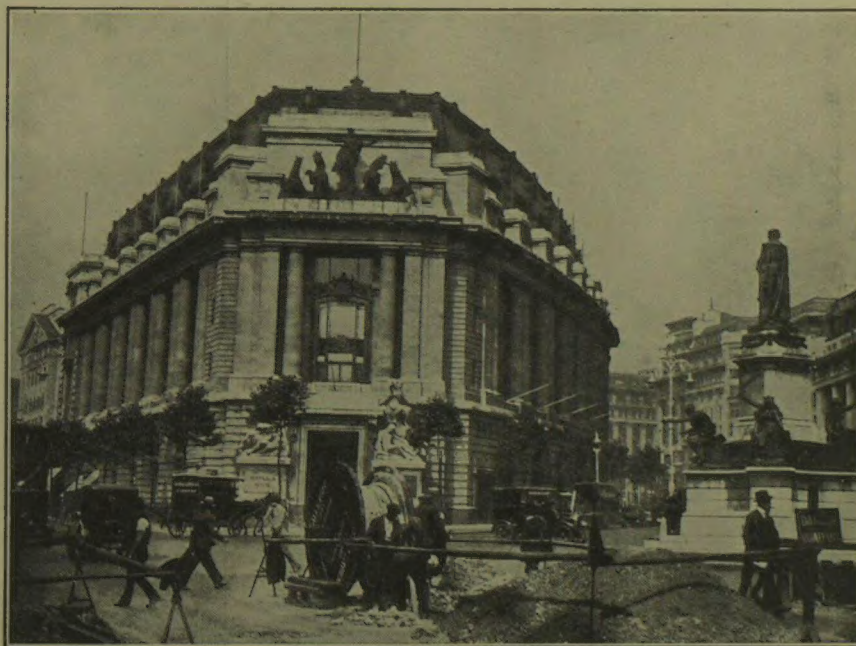


THE COMPANY'S WORK THIRTY-SEVEN YEARS AGO: A VIEW FROM THE GAIETY THEATRE, LONDON, SHOWING CABLE-LAYING IN THE STRAND IN 1895.

England. In 1894 the firm was able to show that out of eighty-two electric-light stations then existing in Great Britain, it had supplied mains to thirty-eight. In Glasgow and many other towns in Scotland the company has supplied cable since their earliest days of electric power, and has always maintained a close connection with the Scottish Power Company. The Midlands is another area in which many towns have used Callender's cables since the inception of their electricity undertakings.

Callender's reputation extends all over the world, and there are few places where their famous red drums are not known. The following few instances will give some idea of the vast areas over which the company has operated.

INDIA: The operations of the Callender Company in India have always been very extensive. This has, indeed, been their largest field of overseas work. The connection was formed in 1904, when contracts for the supply of underground mains were secured for the Electric Supply and Tramway Company of Bombay, and subsequently for Calcutta, Rangoon, and Kandy. Special staffs were sent out from home to carry out



THE SAME COMPANY'S WORK IN THE SAME STREET IN MODERN TIMES: CALLENDER'S OPERATIONS OUTSIDE AUSTRALIA HOUSE.



## 1847 and 1932: Pictures from Our First Fashion Page.



AN 1847 MORNING DRESS: A SIMPLE AFFAIR COMPARED TO AFTERNOON FASHIONS.

"Above is illustrated a Morning Dress of pale lavender silk, with stripes of dove and green colour, the two inside stripes being green." This dress is meant for the home and is simple in comparison with the "Walking" and "afternoon" dress of the period.



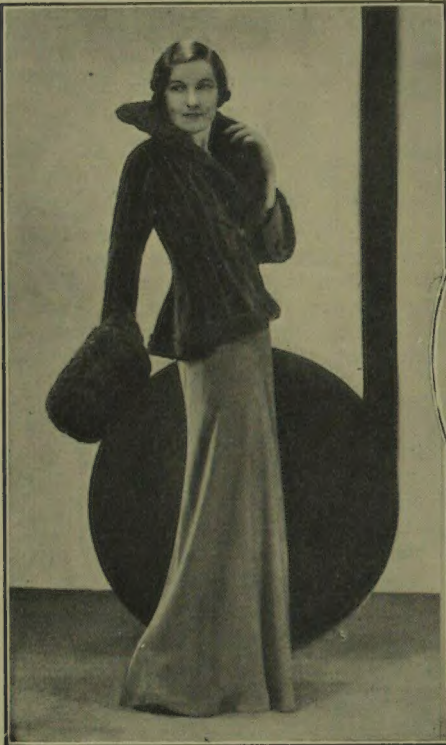
PARIS FASHIONS FOR MAY, 1847—AS SHOWN IN OUR FIRST FASHION PAGE: BONNETS OF STRAW AND WHALEBONE AND COLOURED MANTALET.

"Morning dresses are still made in glacé silk, en redingote, and quite high. For walking dresses, striped Pekins, Royales pointilles, roseaux silks, striped Fontaynes, are most worn. Morning caps are made in embroidered muslin, trimmed with ribbon and in a most coquettish and becoming shape. For a more habillé bonnet, tulle, gauze . . . are used."



AN 1847 EVENING DRESS FOR THE PLAY: MAY FASHIONS IN THE NINETEENTH CENTURY.

"An evening dress of the palest possible pink satin, with a cross bar pattern running over it rather darker in colour: the trimmings are of gauze, the same tint as the ground of the dress, and ribbon corresponding in colour with the stripes."



THE 1932 SILHOUETTE: A SLENDER TIGHT-FITTING FROCK AND FLARED COATEE.

The present season's fashions are a perfect contrast to those of eighty years ago. The graceful clinging dress above, from Liberty's of Regent Street, is of forest green romaine, and with it are worn a fascinating little jacket and muff of velvet intricately ruched.



THE LONGER COIFFURE OF THE MOMENT: SOFT CURLS AND WIDER WAVES.



AN EARLY "MARCEL WAVE" IN ENGLAND: THE EDWARDIAN "TORPEDO" COIFFURE.



THE FLAT CLOSE-TO-THE-HEAD HAIRDRESSING: COIFFURE OF THE SPORTS GIRL.

How much the beauty of modern woman depends on the coiffure and on the invention of artificial waving is a secret that only her hairdresser can tell. In the centre is one of the first Marcel waves introduced in this country by Emile in the 'nineties. 1932 versions by the same celebrated Conduit Street firm are shown on either side.



A MODERN VERSION OF AN OLD-FASHIONED MODE: OYSTER SATIN AND NET.

The charming débutante's frock above shows the influence of a bygone era with its tiny sleeves, sash draperies, and flared skirt adorned with frills. It is one of many youthful dance frocks in the model gown salon at Swan and Edgar's of Piccadilly.



THE JAUNTY TAILORED LINE OF TO-DAY: A YOUTHFUL CONTRAST TO THE "MORNING DRESS" PICTURED ABOVE.

Simplicity with gaiety and charm, the guiding laws of this season's fashions, are expressed perfectly by the trim suit above from the coat and skirt salon at Debenhams and Freebody's of Wigmore Street. It is of green Cumberland homespun completed with a brilliant scarf.



A DRESS WITH A TRAIN: BLACK GEORGETTE HAND-EMBROIDERED WITH DIAMANTÉ.

The soft cowl neckline is still a favourite this season and appears on the charming black georgette dress photographed above. The corsage ties at the back in a bow. It is obtainable for 12½ gns. at Goringe's, in the Buckingham Palace Road.



LATEST VERSION OF THE SPORTS "PULLOVER": JUMPER AND CAP IN BRILLIANT COLOURS.

Whatever slight changes of form appear each season, it is certain that women will never relinquish the comfortable knitted jumper for sports. The one above is in navy wool, with tiny scalloped multi-coloured tiers forming the puff sleeves and cap. At Marshall and Snelgrove's, Oxford St.



# HOSIERY

## FROM

H.1. British-made fine gauge fully fashioned Hose, silk throughout. All wearing parts reinforced with fine lisle. With open clox as sketch, or plain. Suitable for day or evening wear. In creole, taupe, suntan, oak, blue fox, new brown, grain, gunmetal, etc. Sizes 8½ to 10.

6/11 pair.  
3 pairs 20/-

H.1.

H.2.

H.3.

H.2. "Essanee" full-fashioned 9-strand Pure Silk Hose with lisle feet and tops. An excellent service weight stocking, guaranteed to give every satisfaction in wear. In oak, java, beach tan, creole, burma, gunmetal, grey, etc. Sizes 8½ to 10.

4/11 pair.  
3 pairs 14/6.

H.4.

H.3. The new dull-finished Hose, fully fashioned. 45-gauge Pure Silk throughout, all wearing parts reinforced with lisle. Fine in appearance, yet will give excellent wear. In caravan, piccadilly, rendezvous, dago, stone, beige, leaf mould, mushroom, algers, brunette, gunmetal, etc. Sizes 8½ to 10.

8/11 pair.  
3 pairs 26/-.

H.4. 45-gauge service-weight Pure Silk Hose, feet and tops lisle lined. Hand-embroidered clox and 'square heel. Extra toe splicing. An excellent stocking for day wear. In dago, brunette, florence mills, piccadilly, caravan, new brown, grey, gunmetal, etc. Sizes 8½ to 10.

10/6 pair.  
3 pairs for 30/-.

HOSIERY: GROUND FLOOR.

# SWAN & EDGAR

Piccadilly Circus - The hub of the World

Swan & Edgar, Ltd., London, W.1.

'Phone: Regent 1616

# PETER ROBINSON

Distinctive Styles  
for  
Garden Parties and Race Meetings



The Ensemble illustrated depicts the gracefulness of Angel Skin Lace and Georgette. It is in beige, but can be made in several colours.

25 Gns.

The Hat is of fine Exotic Straw in beige trimmed with beautiful flowers in contrasting colours. It can be made to match any gown.

4 Gns.

PETER ROBINSON LTD., Oxford St. & Regent St., W.1

Telephone No : Museum 7700.



BY APPOINTMENT TO

HIS MAJESTY KING GEORGE V.

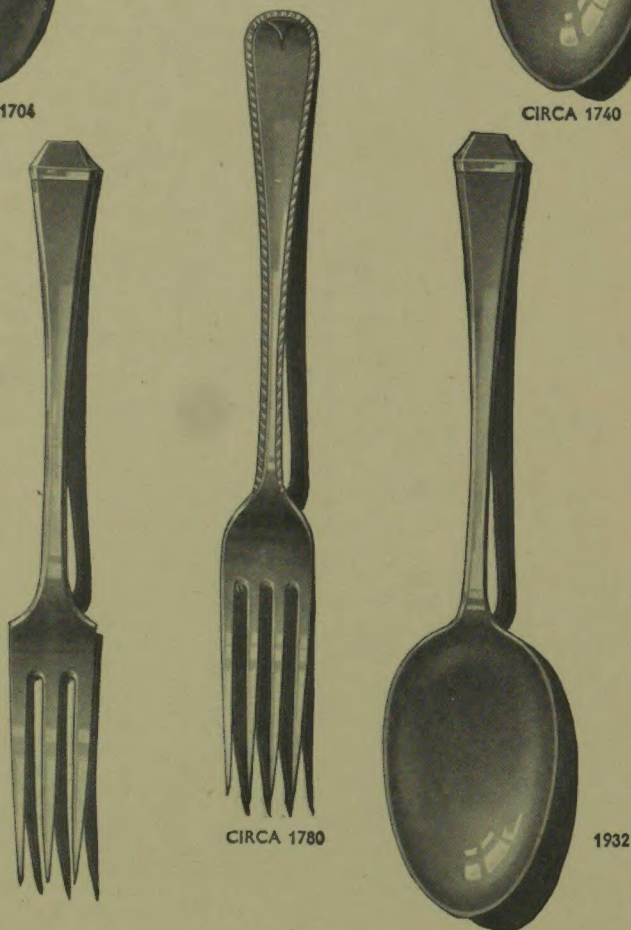


# Sterling Silver Spoons and Forks



HAND FORGED

The Goldsmiths & Silversmiths Company's Sterling Silver Spoons and Forks are made just in the same way as in the time of Queen Anne. There are services of 18th Century Spoons and Forks which are even now in daily use, and the Goldsmiths & Silversmiths Company's hand-made Spoon and Fork of to-day will give equally good and lasting wear.



## The Goldsmiths & Silversmiths Company. Ltd

SILVERSMITHS TO H.M. THE KING

### 112 Regent St., London, W.1.

CORNER OF GLASSHOUSE STREET. NO OTHER ADDRESS.

## REGENT STREET THEN AND NOW.

ALTHOUGH the names "Regent Street" and "Nash" are associated in everyone's mind, it is due entirely to a whim of George IV. that this famous street came into being. Originally it was not intended as a shopping centre, but as a "by-pass" road to the country. Fortunately for posterity, the Prince Regent, George IV., who occupied Carlton House, which stood in what is now Waterloo Place, delighted in rural scenery. He therefore conceived the idea of building a country villa in the green fields of Primrose Hill. A good carriage road was to be built connecting the two houses. This project was never fulfilled as far as the villa was concerned, but the road came into being under the name of Regent Street, and later Regent's Park was constructed. The street was laid out between 1813 and 1820 to the design of the noted architect, Nash, whose famous quadrant at the southern end, leading from Piccadilly, still dominates the design of the road. A view of this section as it appeared in the early nineteenth century is given below.

The colonnades which Nash designed, supported by fluted columns, were found, however, to be highly unpopular with the shopkeepers who



REGENT STREET IN THE NINETEENTH CENTURY: AN EARLY PRINT SHOWING THE OLD QUADRANT DESIGNED BY NASH, WITH THE COLONNADES THAT WERE AFTERWARDS DEMOLISHED.

gave to the street the importance of being a great shopping centre, and they were removed in 1848. The street retained for some time the uniformity which was so important to Nash, but of later years its face has changed rapidly. Business firms began to erect buildings according to their own ideas, without the slightest regard for the old scheme, until Londoners and certain large firms banded together and consulted the Institute of Architects, with the result that a certain uniformity was once more enforced. The street is now lined with fine modern buildings in perfect harmony with each other, and the street retains its graceful sweeping curve. Occupying the huge buildings are firms whose names have been associated in many cases with the earliest history of the street—the Goldsmiths and Silversmiths



REGENT STREET IN 1912, LOOKING NORTH: A PERIOD OF ARCHITECTURAL TRANSITION WHICH SPOILED THE ASPECT OF THE ROAD AND BUILDINGS.

Company, Mappin & Webb, Robinson & Cleaver, Swan & Edgar, Liberty, and many others. This new, modernised Regent Street was unofficially inaugurated on the day that the King and Queen drove through on their way



to University College on June 23, 1927. The shops and buildings were *en fête*, and the street provided a fitting route for royalty.

Regent's Park, which is almost unchanged, was also laid out by Nash. Nash has left his mark as an architect and designer of royal parks all over the country. His fame is all the more remarkable as he relinquished his profession as quite a young man, preferring the quiet of his estate in Carmarthen. Fellow-students, however, finally induced him to resume practising as an architect, and he soon obtained the patronage of royalty and nobility. He was responsible for the laying-out of St. James's Park as it is to-day. In Henry the Eighth's time it had been a deer park, bowling green, and tennis court.

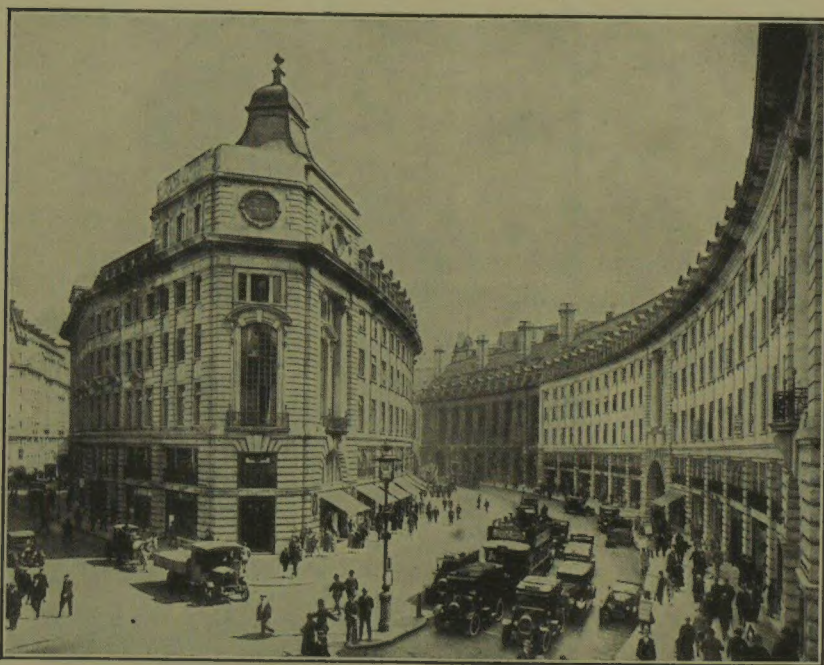
The Marble Arch is also his work. Originally intended as a monument to Nelson, it was placed in front of Buckingham Palace, but was moved to the present site in 1851. His own house, built by himself, was situated half-way between Piccadilly Circus and Waterloo Place, and contained a



REGENT'S CIRCUS IN THE YEAR 1856: A GLIMPSE OF THE FAMOUS THOROUGHFARE ORIGINALLY INTENDED BY GEORGE IV. TO LEAD FROM CARLTON HOUSE TO PRIMROSE HILL.

picture gallery decorated with copies of paintings by Raphael. These were carried out by artists in Rome, and special permission from the Pope had first to be obtained. This house was afterwards the temporary home of the Constitutional and Junior Constitutional Clubs.

Nash was in every way a great patron of art and artists, and left many valuable books, prints and drawings, which were sold by auction at his death. At his own request, a portrait of himself by Sir Thomas Lawrence was hung in Jesus College, Oxford, in return for work done on behalf of the College. Thus posterity does not lack reminders of his widespread fame. In the eyes of the modern architect, his rise to fame seems remarkable, for his buildings were not, as a rule, distinguished by originality or grandeur. His



THE MODERN REGENT STREET, CONFORMING TO A GREAT EXTENT TO NASH'S ORIGINAL DESIGN: A VIEW NEAR THE SOUTHERN END, SHOWING SWAN AND EDGAR'S CORNER.

persistent use of stucco gave rise to the often-quoted epigram which was published in the *Quarterly Review* in 1826, and aroused great delight amongst the many enemies of this favourite of the Prince Regent—

Augustus at Rome was for building renowned,  
For of marble he left what of brick he had found;  
But is not our Nash, too, a very great master?  
He finds us all brick and leaves us all plaster.



## THE COAT FOR EVERY OCCASION... EVERYWHERE BECAUSE

- It is hand tailored.
- Rubberless, yet thoroughly weather-proof.
- Pure new wool.
- Light yet warm.
- Everlasting in wear.
- This style never dates and is as correct under a silk hat as over plus-fours.



By Appointment.

To measure or  
ready to wear 5½ gns.



By Appointment.

**Aquascutum**  
Ltd. REGISTERED  
Estab. 1851.

100, REGENT STREET, LONDON, W.

Write for Booklet to Department (N).

AGENTS IN ALL PRINCIPAL TOWNS.



## NINETY YEARS OF ADVERTISING.

(Continued from Page 1.)

and the tearful infant stretching out of his bath for the soap, with the underline, "He Won't be Happy Till He Gets It," are two other pictures which helped to build up business for their proprietors, in the same way as the renowned Eno's Fruit Salt cockerel, with his motto of "First thing every morning," does to-day.

The building up of business by advertising is a process which not only means profit for the proprietor, but generally benefit for the community. Advertising makes it possible for the manufacturer to produce a greater number of goods, and increased production means reduced costs, so that the articles may be sold at a lower price. Excellent instances of this are motor-cars and silk stockings of British manufacture, which cost to-day less than one-half of what they did ten years ago through increased consumption, largely brought about by advertising. There is,

too, a well-known and skilfully advertised food product which before the war sold at 9d., as against to-day's price of 5d. When one hears, therefore, that

## FREE CANCER HOSPITAL, LONDON.—

Cancer is much more prevalent than is generally supposed. 1779 persons died of it in London alone in the years 1850 and 1851. In the sincere hope of arriving at a more successful mode of treating this most painful and destructive Disease, this Hospital was established in April last for its exclusive treatment, and its utility is best evidenced by having on its books no less than 167 Patients, many of whom gratefully acknowledge the relief they have experienced. Many of the Bankers in and out of town kindly receive Subscriptions for the Hospital, as also its Bankers, Messrs Coutts, and the Treasurer, John Parkinson, Esq. 66, Lincoln's-Inn-Fields.

W J COCKEBELL  
Hospital, 1, Cannon-row, Parliament-street. Secretary.

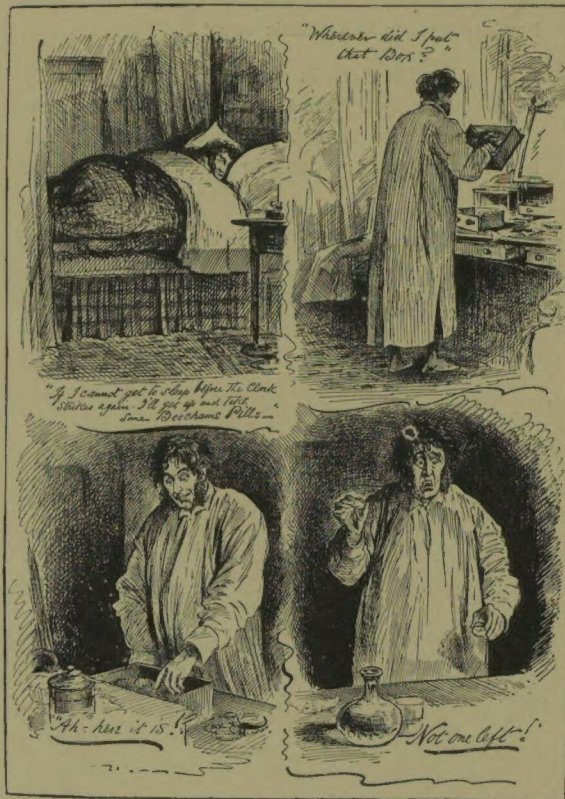
AN EARLY CHARITY APPEAL BY THE CANCER HOSPITAL: AN EXAMPLE FROM "THE ILLUSTRATED LONDON NEWS" OF SEVENTY-TWO YEARS AGO.

some great firm spends £100,000 or £250,000 a year on publicity, one must not assume that this increases the cost to the public; as a rule, the reverse is the truth. For these large sums have to be spread over a production of doubtless millions of articles, and the advertising cost per article is probably no more than a fraction of a penny.

"Sweet are the uses of advertisement," as somebody said, parodying "As You Like It," and the happiest illustration of this is perhaps in the price of newspapers and magazines themselves. If it were not for what the advertisers pay, the cost of a penny newspaper would certainly not be less than 6d., possibly a good deal more; and an illustrated shilling weekly might be 5s. or 7s. 6d. a copy. Think, too, of the mere use of some advertisements, without which we should be put to very considerable expense and inconvenience. If we want to take a house, we find in periodicals a list of suitable houses; if we want to engage a servant, there is a list of servants to hand; if we want to

know what is on at the theatres and cinemas, there is our list again.

And then the life, colour, and amusement which they afford in times of depression! And they even help in a practical way to reduce depression. It has been shown without doubt, for instance, that during the recent difficult years those firms which advertise have maintained or increased their profits, and so have retained their workers in employment and kept up their dividends, making it easier to pay taxes, and so to balance the Budget.



EARLY HUMOUR IN ADVERTISING: A BEECHAM'S PILLS ANNOUNCEMENT WHICH APPEARED IN OUR ISSUE OF NOVEMBER 28, 1891.

## INDIAN SILKS

FOR

## SPRING COSTUMES.

ARTISTIC, DURABLE, ECONOMICAL,

AND WARRANTED TO WASH.

From 17s. 6d. per Piece of 7 Yards, 34 in. Wide.

PATTERNS AND CATALOGUE POST-FREE ON APPLICATION.

LIBERTY &amp; CO.

EAST INDIA HOUSE,  
218, REGENT-STREET,  
LONDON, W.

BEFORE THE DAYS OF ATTRACTIVE DRAWN LETTERING IN ADVERTISEMENTS: AN EXAMPLE OF TYPESETTING FROM A LIBERTY ANNOUNCEMENT OF FIFTY YEARS AGO.

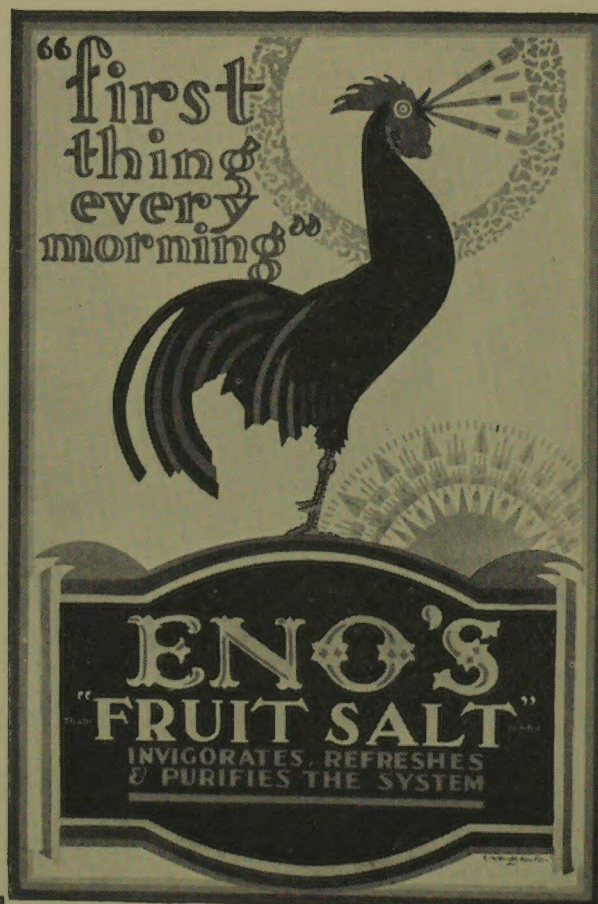
## Sixty Years of Well-Doing

FOR more than sixty years the tradition of Eno's 'Fruit Salt' has been handed down. Year after year Eno's advertisements have appeared, telling the same straightforward story in a hundred different straightforward ways; giving the same simple, sound advice to generation after generation of new readers. Our fathers, our grandfathers, and our great-grandfathers took Eno. Maintain the sturdy British tradition of good health—take Eno's 'Fruit Salt' first thing every morning.



THE WAYSIDE CONSULTATION  
Doctor: "All you need is Eno's Fruit Salt"

One of the famous  
Eno Advertisements  
of the last century



One of the popular  
Eno advertisements  
of the present day

ENO'S 'FRUIT SALT'

The words Eno and 'Fruit Salt' are registered trade marks of J. C. Eno, Ltd., London, England.





## PORTSMOUTH NAVY WEEK JULY 30 to AUG 6

### NELSON'S "VICTORY"

now restored, and all classes of the latest War-ships, from Battle-ships to Submarines, with Naval men as Guides.

### SPECIAL ATTRACTIONS.

Battle between a "Q" Boat and a Submarine.

Underwater manœuvres by a Submarine.

Torpedo-firing from Destroyers.

Divers at work.

"Victory" model under sail.

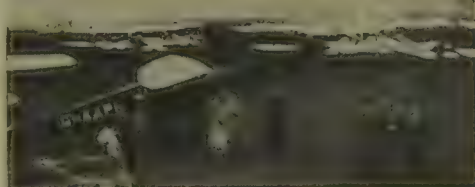
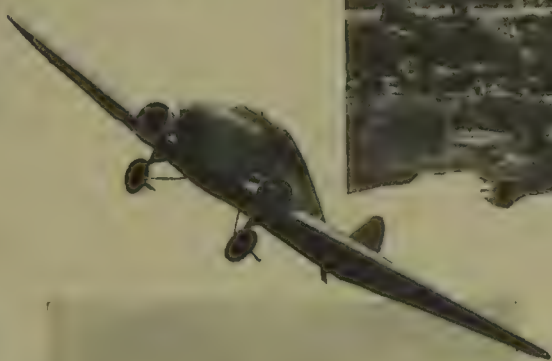
Wireless-controlled boat.

Cinema illustrating the activities of the Fleet.

Old-time Uniforms and Ceremonies.

Gunnery and Torpedo Exhibits.

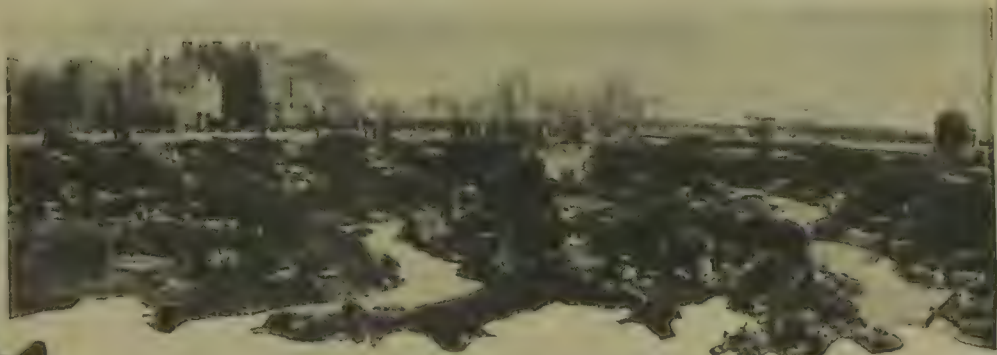
Displays of Drill by Royal Marines and Boy Cadets.



### OPENING of CIVIC AERODROME and AIR PAGEANT JULY 2

# SOUTHSEA

The sparkling sea before you—rock gardens gay with flowers. Fun for everyone—safe bathing at the ocean's rim even for the youngest. A salt-water lake nearby for tiny tots to sail their ships, and for grown-ups, maybe; tennis, fishing and interesting sea trips. And Portsmouth is hard by, the cradle of the British Navy—with its quaint streets and little bits of ancient history tucked away in odd corners. Here is a holiday of interesting contrasts . . . and days of endless happiness



### SOUTHSEA PROMENADE and ROCK GARDENS

The Guide, the Hotel List, and the magnificent panorama of Southsea, 40 x 8 ins., in water colour, by the late Mr. W. L. Wyllie, R.A., post free from the Manager, Enquiry Bureau, Southsea.

NAME.....JLN4

ADDRESS .....



### A DRYAD CHAIR

for house and garden satisfies every requirement. Designed to give unequalled comfort with style, strength and durability.

STOCKED BY THE LEADING FURNISHERS

Send for illustrated Catalogue of chairs, tables, settees, service waggons, etc., post free from

Dryad Ltd. Dept. B, Leicester.

### THE

### GLOW-WORM

The boiler that saves a quarter's fuel every year and all the time gives abundant hot water for baths and domestic use.

Write or call for Illustrated particulars:—

PRICES FROM £4 15 0

Also Agents for

### The "AGA" COOKER

GLOW-WORM BOILER & FIRE Co., Ltd.

(Note New Address):

30, CAVENDISH SQ., LONDON, W.1

Telephone:—Mayfair 3921

Bournemouth Showrooms:—3, YELVERTON RD.



## STAMPS

Fine Selection of the Rare Stamps of all countries sent on approval, at 9d. in the 1/- discount off catalogue prices. G. C. Waite, "The Outspan," Whitstable, Kent.

## ASTHMA

If you want relief from spells of hard breathing, choking and wheezing that makes you gasp for breath, try Himrod's Asthma Cure. Sold since 1869 and regarded the world over as a blessing to asthma sufferers. Quickly brings easy breathing and surprising relief.

Why suffer hours of misery any longer? Try this favored world famous treatment and you'll be joyful. Himrod's Asthma Cure is so widely used it is sold by good chemists everywhere.

**Himrod's  
ASTHMA CURE**

## Carlyle knew a Good Shoe

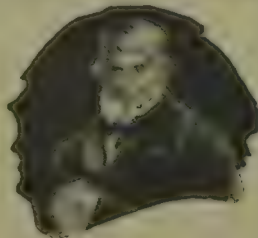
"NOT FOR YOUR SAKE ALONE, BUT FOR THAT OF A PUBLIC SUFFERING MUCH IN ITS FEET, I AM WILLING TO TESTIFY THAT YOU HAVE YIELDED ME COMPLETE AND UNEXPECTED RELIEF IN THAT PARTICULAR."



THIS fine testimonial—written sixty-four years ago by the great historian—indicates the high degree of skill and knowledge embodied in Dowie & Marshall's Boots and Shoes in those days, a reputation we have maintained to this day. For fine footwear, whether it be smart walking shoes, comfortable sandals, shoes for golf, fishing, riding, shooting, let Dowie & Marshall give you the benefit of their 108 years' experience.

BESPOKE BOOT AND SHOE  
MAKING A SPECIALITY

**DOWIE & MARSHALL Ltd.**  
Bespoke Shoemakers since 1824.  
16, GARRICK STREET, LONDON, W.C.2.  
(Opposite the Garrick Club).  
Telephone: Temple Bar 2507.



Tweeds, light weight; new, exclusive designs, genuine hand-woven, from 8/- per yard. (We will supply your tailor direct.)

Cardigans; Pullovers, Hose, latest fashion shapes and styles for Men and Women, hand-knitted in natural shades and attractive colourings.

Genuine Shetland Shawls (lace designs).

Woollies, for Baby and young folks.

DIRECT FROM THE ISLES TO  
**Shetland Industries**  
92 GEORGE ST. BAKER ST. W.1.

CALL OR WRITE FOR CATALOGUE



## FROM THE BOOKSELLER'S WINDOW.



MR. SYDNEY HORLER, WHOSE NEW NOVEL, "MY LADY DANGEROUS," IS PUBLISHED BY COLLINS ON MAY 2.



M. JAN WELZL, WHOSE "THIRTY YEARS IN THE GOLDEN NORTH" WAS PUBLISHED RECENTLY BY GEORGE ALLEN AND UNWIN.

George Allen & Unwin

Two Unusual Novels

## The Bright Temptation

By AUSTIN CLARKE - 7s. 6d.

"A story of singular freshness and beauty."—*Times*.

## Etzel Andergast

By JACOB WASSERMANN - 10s.

The author continues the story of the hero of *THE MAURIZIUS CASE*. 50,000 copies of this book were sold in Germany between Easter and Dec. 1931.

## Crimes of the Year

By JOSEPH GOLLOMB - 8s. 6d.

"Well written and original in its choice of material."—*Yorkshire Post*.

## Life of Mendel

By HUGO ILTIS Illustrated 12s. 6d.

Translated by Eden & Cedar Paul.  
"Admirable biography . . . excellent translation."—*Times*.

## The Story of Science

By DAVID DIETZ Illustrated 10s. 6d.

This book, which is almost a Science Omnibus, deals clearly with the main facts of the great branches of Science—Astronomy, Geology, Physics and Chemistry, and Biology. A book for the general reader.

THE publication in one volume and at a low price of Blunt's "My Diaries" is an event of importance in the literary world. "My Diaries: Being a Personal Narrative of Events, 1888-1914." By Wilfrid Scawen Blunt. With a foreword by Lady Gregory (Martin Secker; 12s. 6d.), should do much to renew interest in a vital figure whose comments on international and imperial affairs, when they were first published in 1919-20, drew much attention, and were hailed as among the most valuable memoirs of their time. Blunt, besides being a poet of great ability, was a master of English prose; he lived a long, a varied, and an adventurous life, adding diplomacy, sculpture, and horse-breeding to his literary activities. He was intimately acquainted with the men and women most prominent in politics, literature, and art during the years with which his diaries deal, and adds many convincing sketches of their characters to frank criticisms of British imperial policy. The publishers are to be congratulated on producing this admirable popular edition of an important and entertaining work.

It would be impossible to conceive an autobiography more unlike Blunt's memoirs than "Thirty Years in the Golden North." By Jan Welzl. Translated by Paul Selver. With a foreword by Karel Capek (George Allen and Unwin; 10s. 6d.). A Czech peasant, born in 1870, Jan Welzl found his way by chance to the Polar North of Alaska and Siberia, and there made his living as a trader among the Polar settlers and Esquimaux. He lived there for thirty years, and in the end was made the chief and supreme judge of New Siberia. His ingenuous and racy story of the rough and primitive life of the North, and of the astonishing hardships that must be endured there, makes fascinating reading, and the anecdotes that he tells in so matter-of-fact a way throw vivid light on the customs of a community that has never before been so graphically described.

Other interesting new publications from the same firm include "Poland, 1914-1931." By Robert Machray (George Allen and Unwin; 15s.); and "Bolshevism in Perspective." By J. de V. Loder (George Allen and Unwin; 12s. 6d.). The first is a valuable and detailed historical account of the restoration of Poland and her development since the Versailles Treaty; the second is a book that has particular value at a time when so many writers approach this theme with preconceived opinions in one direction or the other. The author furnishes a level-headed account of the Bolshevik Revolution, and sets present-day problems in a historical background. His analysis of the Russian mind, and his summing-up of the potentialities of the present régime, are impartial and informative.

It is always pleasant to have a familiar subject attacked from an unfamiliar angle, and this is what we get in "Clear Lower Deck." By Sidney Knock (Philip Allan; 10s. 6d.). The author joined H.M. Navy as a stoker in 1903, and from the outbreak of the war was in the Grand Fleet until 1917. He was invalided in 1924. He is therefore well equipped to answer the two questions which he sets himself in this book, namely, "What is life like on the lower deck of the Royal Navy?" and "What manner of man is the real sailor?" Written in easy, sympathetic style, the book gives a complete picture of the naval rating's life, from the books he reads to the punishments he sometimes undergoes. And, as the author says, "The character of our sailors is a prime factor in naval history. . . . The spirit in which they carry out orders under delicate circumstances has earned for them the esteem in which they are held by other nationals all over the world."

From the same publishers comes another book about the sea, "Small Sailing Craft." By R. Thurston Hopkins. Illustrated by Captain Irvine Bately. With a foreword by Vice-Admiral H. P. Douglas (Philip Allan; 15s.). The book tells in an informal way of the small craft round the British coasts, of luggers and cobsles and fishing-smacks—not only a text-book of absorbing interest and a record of types that soon may pass away, but also a cheerful narrative full of anecdote and adventure.

An exciting story of espionage and crime is "My Lady Dangerous." By Sydney Horler (Collins; 7s. 6d.). A successful playwright meets and falls in love with a beautiful actress, and gets entangled in a net of thrilling and perilous happenings. The heroine is as charming, and the villain as villainous, as anyone could wish.

One continuous thrill!

MY LADY DANGEROUS

by

Sydney Horler

Ready  
May 2  
7/6

COLLINS

# Wilfrid Scawen Blunt's MY DIARIES 1888-1914

First cheap edition  
now ready everywhere

920 pages

12s. 6d.

SECKER

"Vina Delmar never uses tinted spectacles."  
—*Manchester Evening News*.

## WOMEN LIVE TOO LONG

by

VINA DELMAR (Author of "Bad Girl").

7s. 6d. net.

an unusual story, fascinating . . . sincere, bitterly sincere.  
—*Manchester Evening News*.

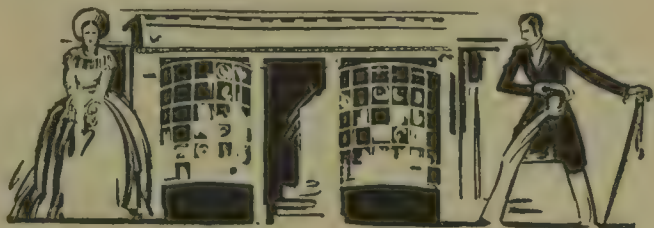
PHILIP ALLAN, 69, Great Russell Street, London



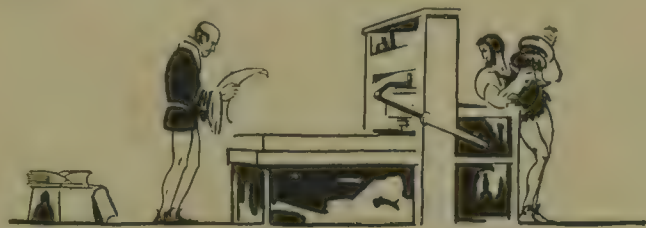


## We've been friends since 1842

Ninety years of happy association! W. H. Smith & Son are proud to remember that they distributed many copies of the first number of "The Illustrated London News," and that they have sold large quantities of every issue since. W. H. Smith & Son and "The Illustrated London News" have together witnessed the progress and events of three reigns. The History of W. H. Smith & Son goes back to 1792, when they carried on business as stationers at a little shop in Duke Street, W. Time has enhanced their fame, and to-day their organisation of 1,250 Bookshops and Bookstalls covers England and Wales.



W. H. Smith & Son are indeed a House of great Resources. In addition to their vast Railway Bookstall and Bookshop organisation for distributing Newspapers and Magazines, for selling Books and lending Books, for manufacturing and supplying Stationery and all other Writing Requisites, there is another and equally important side of the business which deals with the designing and production of the best examples of the Printing and Bookbinding arts.



W. H. Smith & Son have also an Advertising Agency which offers its clients a unique knowledge of the Press, and a fresh outlook on their advertising problems.

The attention of book-lovers is directed to W. H. Smith & Son's Circulating Library, of which there are 700 branches among the Company's 1,250 Shops and Railway Station Bookstalls.

## W. H. SMITH & SON

NEWSAGENTS :: BOOKSELLERS :: LIBRARIANS :: STATIONERS  
BOOKBINDERS :: PRINTERS AND ADVERTISING AGENTS  
1250 BRANCHES IN ENGLAND AND WALES

Head Office:

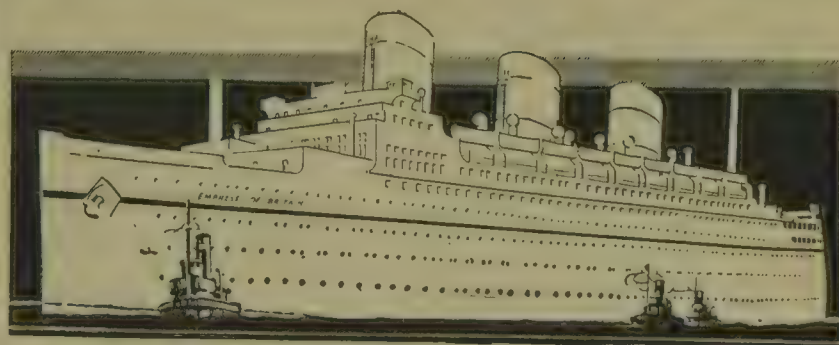
STRAND HOUSE, PORTUGAL STREET, LONDON, W.C.2

Tel.: Holborn 4343

Printing Works: THE ARDEN PRESS, STAMFORD STREET, S.E.1

Tel.: Hop 5364

W. H. SMITH & SON, LTD.



## The EMPRESS OF BRITAIN *is Back!*

The "EMPRESS OF BRITAIN," largest British ship built since the war (42,500 gross tons), is back at Southampton re-fitting to commence her 1932 job. She has just completed a triumphant cruise round the World, during which she travelled 35,781 miles and carried the British flag into 31 overseas ports. The "EMPRESS OF BRITAIN" was the travel sensation of last year—first because of her beauty and comfort—secondly because of her speed. Last year (her first season) she broke all Atlantic records to Canada. On 18 voyages, her average crossing, pilot to pilot, was 4 days 13 hours 8 minutes. Now spick and span and lovely, she is ready to take you to Canada or the United States by the St. Lawrence Seaway that cuts 500 miles off the journey.

*Fares Reduced*

**FIRST VOYAGE: MAY 21**

SUCCESSING VOYAGES: June 8. June 24. July 13.  
July 30. Aug. 13. Aug. 27. Sept. 10. Sept. 24. Oct. 8.  
ROUND THE WORLD CRUISE: Nov. 23.

## THERE AND BACK IN 12 DAYS

"Empress of Britain" speed and quick turn-round make it possible for you to take a novel holiday—a visit to the New World in under 2 weeks. Arrangements have been made with the famous Chateau Frontenac at Quebec to accommodate our travellers while the "Empress" is in port—sometimes 2 days, sometimes 3. Special return tickets, including room and meals at that hotel, transfers, and gratuities on shore. Inclusive price—97 guineas 1st class, 47 guineas tourist class. Longer tours in Canada and United States also.

Special circular "A Novel Holiday" from  
A. K. Swain, General Passenger Agent.

## CANADIAN PACIFIC

*World's Greatest Travel System*

62/65 Charing Cross (Trafalgar Square), London, S.W.1.

103 Leadenhall Street, London, E.C.3,

or Local Agents everywhere.



## MISCELLANEOUS NOTES.

THE Shakespeare Memorial Theatre, which was opened on Saturday last at Stratford-on-Avon, is not only extremely modern in design, but incorporates many new features in the auditorium. Each



THE MAHARAJA OF RAJPIPLA IN SILVER. A MODEL PRESENTED BY THE MAHARAJA TO BROTHER OFFICERS OF THE 16TH LIGHT CAVALRY.

In commemoration of the 150th anniversary of the raising of the regiment, the Maharaja of Rajpipla caused this model to be made entirely of sterling silver. It was designed and carried out by Mappin and Webb.

of the seats, from the back row of the gallery to the front row of the stalls, is fitted with cellular air cushion rubber, made at Fort Dunlop, in Warwickshire, where



THE MAGNIFICENT PALACE AT CINTRA: ONE OF THE MOST BEAUTIFUL SPOTS IN EUROPE A FEW MILES FROM LISBON. Cintra is one of the many interesting places that can be visited by passengers cruising on the Royal Mail boat "Atlantis," which leaves Southampton on June 17 for a fourteen days' pleasure cruise.

CARPET PARQUET FLOORING  
(HOWARDS' PATENT)

FOR COVERING EXISTING FLOORS.

ILLUSTRATIONS ON APPLICATION.

HOWARD &amp; SONS.

MANUFACTURERS OF FURNITURE, ETC.

20, 26, &amp; 27, BERNERS-STREET, LONDON. W. AND CLEVELAND WORKS

AN ADVERTISEMENT APPEARING IN 1872.

Messrs. Howard and Sons hold an original English Patent dated 1867, and are now specialising in Natural Spring Dance Floors, as laid at the Savoy, Claridge's, Trocadero, Strand Palace Hotel, and Great Fosters.

the tyres are made, about twenty miles from Stratford. This new seating is not made from dried rubber, but from the natural "milk" of the rubber tree, which, after being refined, is aerated and poured into moulds in a froth, where it sets in a few minutes. The set froth is vulcanised and stripped from the mould ready for upholstery. The resulting cushion



THE WORK OF MAURICE LAMBERT: "WOMAN AT A WINDOW," CARRIED OUT IN HAM HILL STONE.

An exhibition of sculpture and drawings by Maurice Lambert is being held at the Lefèvre Galleries, King Street, St. James's, from May 5. Mr. Lambert is a well-known exponent of the modern school.

has an effect of millions of tiny springs, so that the longest Shakespearean play cannot cause the slightest strain. The Prince of Wales opened the theatre with a silver key.

# FASHIONS ALTER but TAILORING TRADITIONS never change . . . .



From father to son the tradition of West End Tailoring has been handed down. The unostentatious style that only a first-class cutter can give to clothes is the first regard of every well-dressed man.

Bernard Weatherill's craftsmen work with this tradition uppermost in mind. They themselves are often harder to satisfy than the most exacting client. You may be sure that the clothes they make for you will accord fully with your idea of what West End tailoring should be.

Lounge Suits in

West of England Saxories 8 gns.

Cashmeres . . . . . 9 gns.

## Bernard Weatherill

55, CONDUIT STREET, LONDON, W.1

81, Cannon Street, E.C.4.: Birmingham, 39, Cannon Street  
Branches at Ascot, Aldershot, Camberley.

## STEP ABOARD THE LAKES EXPRESS



Any day you choose you can step aboard one of the corridor—dining car—expresses and in a few hours be watching the yachts on Windermere or

be scrambling up to the boulders of Scafell Pike. Unless you have been there you can have no idea of the enchanting beauty of the Lake District. To a man accustomed to the gentler landscape of the rest of England this sudden, exciting transformation . . . mountains instead of hills . . . waterfalls and mountain torrents instead of placid streams . . . great lakes instead of village ponds . . . is like stepping out of a world of reality into fairyland.

Step aboard an LMS train and go to the Lakes this year. The journey is faultless and comes to an end amid scenes of incredible beauty.

Obtain a copy of "HOLIDAYS BY LMS" (The Comprehensive Resorts and Apartments Guide), an Illustrated Folder and "Tours in Lakeland" Booklet—post free 6d., or from LMS Stations, Offices, Bookstalls and Booksellers.

**SUMMER EXCURSIONS.** This year Holiday Return Tickets offering very generous concessions will again be issued. Get a copy of "LMS Cheap Fares" at any LMS Station, Town Office or Agency.

L

Tourist Tickets—May to October.  
Cheap Week-end Tickets  
throughout the Year.

M

S

STAY AT LMS HOTELS

LONDON MIDLAND AND SCOTTISH RAILWAY





# Lull



Forty

retreats from tumult. Some  
revolve.

- Write for Catalogue  
982.

BOULTON & PAUL, LTD. Norwich.

London Showrooms :

139, Queen Victoria Street, E.C.4

## COME TO BOURNEMOUTH

where  
Spring  
wears  
her  
most  
resplendent  
Garb



Golden sands,  
a magnificent bay;  
beyond lie  
cool green glades,  
with the delicate tendrils  
of bracken underfoot;  
the budding trees overhead . . .  
you'll encounter beauty  
at Bournemouth.  
Take an early vacation  
amid the glorious countryside,  
rich  
in historic memories;  
the brilliant sunshine  
and healthy  
pinz-laden air  
will give you  
renewed  
strength and vigour.

Write for illustrated Guide to the Town Clerk,  
Room 118a, Town Hall, Bournemouth.

TURNSTILES, TURRET CLOCKS, PUMPS & VALVES  
TESTERS, RECORDERS  
Type Pumps for  
Large and Private  
Gardens.  
As Supplied to Bournemouth  
Waterworks & Exhibition  
Burgess Aires, 1931.  
Sir W. H. BAILEY & Co. Ltd.  
Albion Works,  
MANCHESTER.

## Enemies of Timber



*The Death-Watch Beetle*

When repairs, occasioned by Death-Watch Beetle, became necessary, Solignum was chosen for the better preservation of one of the most historic structures in the world—Westminster Hall, Houses of Parliament.



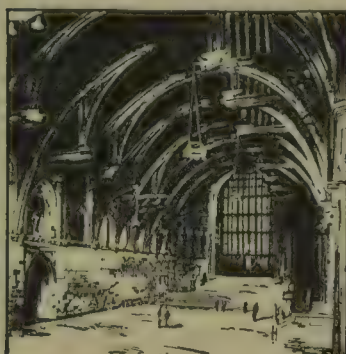
*Dry-Rot Fungus*

In order to protect the timber against Dry-rot—which is prevalent in a large number of new houses—Solignum was extensively used by the London County Council on their vast housing schemes.



*White Ant or Termite*

In the magnificent Palace of Lim Chin Tsong, situated in a country where attack by White Ants is almost inevitable, the preservation of all timber used in its construction was entrusted to Solignum.



### Wherever Timber is used—Solignum protects it!

In temperate climates, where Dry-rot, Decay and Beetle play havoc with unprotected timber—in the tropics where the White Ant is an even speedier agent of destruction—Solignum is used by Governments, Municipalities, Railways and Building Contractors. In addition to its unequalled value as a preservative, Solignum is an attractive stain for wood. The Red, Brown, Blue, Green, Yellow and other shades in which Solignum is made enable it to take the place of paint for decorative work, both inside and outside, at an enormous saving in initial cost and upkeep.

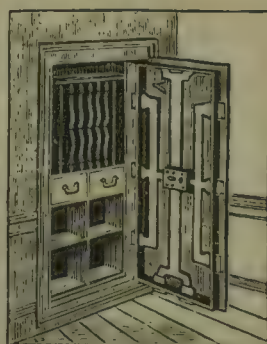
THE WOOD



PRESERVATIVE

MADE IN EIGHTEEN DIFFERENT COLOURS IN BOTH EXTERIOR AND INTERIOR QUALITY BY SOLE MAKERS AND PROPRIETORS: SOLIGNUM LIMITED, 205 BOROUGH HIGH STREET, LONDON, S.E.1

### EXACT REPRODUCTION OF CHUBB'S FIRST ILLUSTRATED ADVERTISEMENT From Illustrated London News 1842.



C. CHUBB and SON, Patentees and Manufacturers to her Majesty and F.R.H. Prince Albert, 57, St. Paul's Church-yard, London; and 28, Lord-street, Liverpool.

#### CHUBB'S LOCKS, FIRE-PROOF SAFES AND CHESTS, CASH BOXES, &c. FIRE-PROOF SAFES.—

In consequence of the great destruction of books, papers, &c., through depositing them in common iron safes and tin boxes, which afford no security however constructed, C. CHUBB & SON beg to call the notice of the Public to their Patent Fireproof Strong Rooms, Chests, Safes, Boxes, and Iron Doors which are perfectly secure against the force and ingenuity of the most skilful and determined burglar, and have been subjected to several severe tests from fire.

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### CHUBB & SON'S LOCK & SAFE Co., Ltd.,

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"Cannot speak too highly of the results. . . .  
Was at my wife's end . . .  
two patients suffering from Chronic Dyspepsia.  
Your Cocoa acted admirably. Shall always prescribe it."  
Medical Officer of Health.

Read what  
Medical Men  
say after testing

SAVORY & MOORE'S  
PEPTONISED  
COCOA & MILK

"Peptonised Cocoa & Milk is now a regular use at the above hospital every day. . . .  
reason to be pleased with the results."  
M.D.



No need to add /  
Milk or Sugar!

Generous sample post free on receipt of 6d. in stamps by mentioning *The Illustrated London News*.

SAVORY & MOORE, LTD., Chemists to The King,  
143a, New Bond Street, London, W.1.

Proved in use to be of great benefit for Invalids, Convalescents, Dyspeptics, and all whose digestive powers are weak. Very helpful in cases of Indigestion.

A delicious beverage for ordinary daily use, too; highly nourishing and sustaining. Ready in a moment—just add hot water.

Can be taken at any time, day or night. Obtainable of all Chemists.

Price 1/9 and 3/- per tin.

REALLY SUSTAINING



# An 85 years test

Five years after "THE ILLUSTRATED LONDON NEWS" commenced publication, the House of Winstone was established in Shoe Lane, and since 1848 they have been large suppliers of Printing Ink to all the high-class periodicals printed in this country.

This summer, Winstone's move from Shoe Lane to the new factory and offices they have built at Winstone House, Clerkenwell. The area over-all will exceed one million cubic feet; space, light and convenience of site will all contribute to the well-being of the Company's work and staff and to the maintenance of their consistent Quality and Service.

**FOR CONSISTENT QUALITY—**



**B. WINSTONE & SONS, Ltd., 100-101, Shoe Lane, LONDON, E.C.4**

The whole of the process blocks and photogravure cylinders used in the editorial pages of this magnificent 90th Birthday Number were made by us in our Essex Street premises. We invite the enquiry of advertisers and advertising agents for this type of work. The facilities we offer embody an efficient service, and craftsmanship resulting in an excellence of which we believe our work in this issue is a worthy example.

**LASCELLES & Co., Ltd.**

**"GWYNNE HOUSE"**

**ESSEX STREET, STRAND, W.C.2**

Telephone:  
Temple Bar 8765-6.

Telegrams:  
Lasclafa, London.





# ALL-BRITISH WEEK-END CRUISES BY S.S. VIENNA FROM HARWICH

TO ANTWERP AND  
THE BELGIAN COAST

24th June, 1st & 8th July  
and other dates to be announced

INCLUSIVE FARE **72/-** FROM LONDON

ALSO INCLUSIVE FARES FROM  
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NO PASSPORTS REQUIRED

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**L·N·E·R**

## 53 years ago

*When Madame, following the flight of Fashion's Fancies, dressed like this—Robinson and Cleaver were advertising their famous Irish Linens in "The Illustrated London News." To-day, the direct descendants of the original founders are still supervising the production of the finest quality Linen and still giving service which has made them world-famed.*



*Bearing out the style of the Victorian Era, Bed Linen 53 years ago was conspicuous by its flouncings, frills, and ribbons—but the quality was of very high standard. To-day we are supplying the same fine quality Linens as we did then—only the prices are lower than at that period.*

### IRISH LINEN SHEETS

"Hardwear" quality, very strong and long wearing; Hand-hemstitched, 2 x 3 yds., single bed pair, 29/6. 2½ x 3 yds., double bed pair, 37/6. Pillow cases to match, 20 x 30 ins., Hemstitched, each 5/6.

*Illustrated Irish Linen Catalogue Post Free.*

**Robinson and Cleaver, Ltd.**

The Linen Hall, 156-168, Regent Street, London, W.1

## Woollands

*Exclusive NOT Expensive.  
KNIGHTSBRIDGE, S.W.1*

*One of the many  
attractive and  
inexpensive Ensembles  
from  
Model Gown Dept.*

C.11.—

A very neat Ensemble in Cotton Georgette and Organdie over Silk foundation. The dress is cut with short sleeves and finished wide Leather Belt. Useful long-sleeved short coat. In Navy, Brown, Black, and Red.

Price **9½ Gns.**



Woolland Bros. Ltd., Knightsbridge, S.W.1. 'Phone : Sloane 4545.

## BERMALINE BREAD



Healthy food, pure food, rich in vitamin value and easily digested. Bermaline possesses these qualities with the added excellence of distinctive flavour

ASK YOUR  
BAKER  
FOR IT

MONTGOMERIE & CO., LTD.,  
95, Bothwell Street, Glasgow, C.2





BY APPOINTMENT

# THE HOUSE of Debenham & Freebody

ESTABLISHED IN THE REIGN OF GEORGE III.



WHEN "The Illustrated London News" was founded 90 years ago, the business of Debenham and Freebody had already celebrated its jubilee! It is not yet the age of nonagenarians when memories can go back and span a century; but there is sufficient evidence in the advertisement literature of the House to recall its importance and the business methods and manners of this earlier time.

Sixty years or so ago, the House issued its Fashion Book for the Spring Season, then a new essay in advertising; in which are to be read all the apt phrases which the present-day writer believes

he has invented. Debenhams, then nearly a hundred years old, held the foremost position as a House of Fashion, enjoying "a high reputation for the best class of British goods," and a branch house in Paris "keeps London constantly supplied with every Parisian novelty as it leaves the ateliers of the directors of Fashion." Models, moreover, are reproduced at "a difference in price of twenty-five to forty per cent."

The terms of business, it is read, are "cash without discount," and the attention of ladies living at a distance from Town "is invited to the Post Order department, goods being selected by experienced assistants and forwarded by return to all parts of the United Kingdom and to India, America and the Colonies."

ALL this reads refreshingly new, as if it were written to-day. And the various comments in the Catalogues seem to tell a tale with which we are somehow familiar. In the silk costume (the subject of the accompanying illustration) it is explained that the distinguishing feature of the "present style is the mode in which the model clings to the figure"—serving to "give an appearance of slimness"! A modern note, surely. And other well-tried phrases: the "latest mode in dresses at moderate prices"; and "notwithstanding the universal complaints of hard times"—even "short skirts are *de rigueur* for walking!" Is there, then, nothing new under the sun?

THIS little dip into history shows that there were kings before Agamemnon. But it serves also to demonstrate the fact—which can perhaps be referred to with some little pride—that the House of Debenham and Freebody has, in all the changing years, maintained its pre-eminence; and is to-day, as it was in 1791, the foremost House of Fashion in London. Debenham & Freebody, Wigmore Street, W.1

(Debenhams Ltd)



From an Old Catalogue, by  
Debenham & Freebody.

"A very pretty and effective costume in cashmere and silk, the bodice cut *en Princesse*, with six seams at the back. Can be made from £8 15s."



**MARSHALL & SNELGROVE***Model Millinery Department.***BRIMS**

Broad-brimmed hat in fine cherry pedal with new flat back to the brim tied with ciré ribbon. 3½ gns. Other colours to order.

OR

**BERETS**

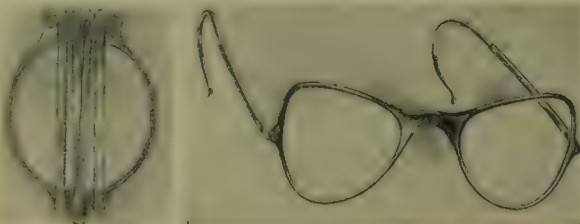
Ribbon cap in Ombré angel-skin, with cravat scarf to match. 6 gns. Shades from white to deep orange





## NOTES OF GENERAL INTEREST.

DURING all the hundreds of years that spectacles have been worn, they changed very little in appearance until approximately ninety years ago, when there was a demand for frames similar in shape to the old ones, but much lighter in weight. Prior to that time, spectacles were all very massive. The interesting illustration on the right shows a pair of spectacles made upwards of 200 years ago. They are particularly clumsy in appearance, the tiny lenses being mounted in surrounds of wood held in place



## THE DEVELOPMENT OF SPECTACLES.

Above (1) is a pair of spectacles over 200 years old, with tiny lenses in huge surrounds of wood and silver contrasting with the neat models of to-day. No. 2 shows the convenient "Speclettes," and No. 3 the sportsman's glasses with splinterproof lenses. They are all from Theodore Hamblin, Ltd., the famous opticians.

by heavy silver rims. About twenty-five or thirty years ago, rimless glasses became fashionable, and curved or toric lenses were introduced. Toric lenses, at that time, were not universal in this country, opticians having generally to send to America if these curved lenses were required. They were not ordered in bulk, but a single pair was obtained for each individual case; and, as at that time the return journey across the Atlantic took at least four weeks, it meant that a person who had broken his glasses might have to wait five or six weeks for a lens to be replaced. Rimless spectacles and pince-nez became increasingly popular up to about 1916 or thereabouts, when the modern tortoise-shell spectacles became really fashionable. Tortoise-shell spectacles, although very comfortable, are cumbersome, and this question of portability caused the firm of Theodore Hamblin, Ltd., 15, Wigmore Street, to produce "Speclettes," which fold up and occupy a very small space. The illustration above shows how excellently these fulfil modern requirements.

A new spectacle has now been produced by Hamblin's, which has been designed for sports. This is known as the "Full Field" frame. They are also illustrated on this page. The lenses are approximately triangular in shape, and the wearer obtains unrestricted vision for shooting, billiards, golfing, tennis, or any other sport. Splinterproof lenses, a further development of the spectacle industry, are used. These lenses are made of glass similar to that used in splinterproof windscreens.

[Continued overleaf.]



FROM AN EXHIBITION OF MODERN SCOTTISH ART: "LANDSCAPE," BY S. J. PEPLAE, NOW ON EXHIBITION AT BARBIZON HOUSE, HENRIETTA STREET, CAVENDISH SQUARE.

Purchases of the works of leading modern Scottish artists were made for the Luxembourg following a recent exhibition in Paris.



THE SITE OF A MODERN STRONGHOLD OF VALUABLES: THE OLD HOUSE AT 68, ST. JAMES'S STREET, WHICH IS NOW THE WEST END BRANCH OF C. CHUBB AND SON, THE FAMOUS SAFE-MAKERS.

A ninety-year-old advertisement of this firm appears on another page.

Established  
1827.

Established  
1827.



The above advertisement for ROBERTSON'S WHISKY appeared in the Illustrated London News over 30 years ago.

JOHN ROBERTSON & SON LTD. . . . DUNDEE

## A FOREST CRUISE

1000 MILES UP THE AMAZON

### AN IDEAL CRUISE OF 7 WEEKS

Visits are made to Oporto; Lisbon—the Portuguese Riviera; Madeira—the Garden Island of the Sea; the mighty Amazon Valley, with its flora and fauna and all its mystery.

SPECIAL REDUCED FARES

£76 to £100

Including all the organised Shore Excursions.

THE "HILARY"

will sail on June 9th, August 9th, Oct. 8th, Dec. 10th.

Write for illustrated Booklet "N"

**BOOTH LINE**

11, Adelphi Terrace, Strand, London, W.C.2, or Cunard Building, Liverpool.



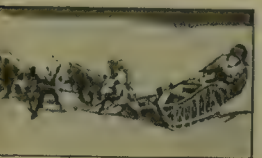
IN 1809



Founded in the Day of  
the Stage Coach.

IN 1932

The DAWSON organisation uses every means of transport in its distributing services.



Any newspaper,  
periodical or  
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DAWSON'S HEAD OFFICE:  
Cannon House,  
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E.C. 4

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1809 — 1932

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No matter where you live, any newspaper, periodical or book, in any language, will be supplied to you. Punctual, reliable, world-wide SERVICE is the aim of this firm and its allied Company, Imperial News Co., Ltd. (Canada).

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This comprehensive book, containing over 5000 Annual Subscription Rates, will be sent

**GRATIS AND POST FREE**  
to any address on request.

## THE DAWSON NEWS SERVICE

Some Specimen Annual Subscription Rates, which include all double numbers:—



NEWSPAPER AND ADVERTISING OFFICE.

74, Cannon-street, City, London. (Established 1809.)

**W. DAWSON and SON, Agents for the ILLUSTRATED LONDON NEWS**, respectfully inform their friends and the public, that they supply that and all the other London Newspapers, with the greatest punctuality, to every part of the United Kingdom, to France, Spain, and most of the British Colonies, free of postage, by both the morning and evening mails.

**HANDSOME AND NOVEL CHRISTMAS AND NEW-YEAR'S GIFTS.**  
The ILLUSTRATED LONDON NEWS, Vol. I., price 21s.; Vol. II., 15s.; and Vol. III. (to be published early in January), 18s. Handsomely bound with gilt edges, and elegantly and appropriately enriched in gold on the back and side. Subscribers already supplied with these Papers, may have them bound in the above style, price 5s. plain, or 6s. 6d. gilt edges; for which purpose the numbers may be sent ~~raw~~ through the Post-office, in one parcel, open at the sides. All the Numbers, or any of them, can be supplied, and may be sent by Post.

**PORTFOLIOS**, ingeniously constructed for holding the numbers for Six Months, PRICE FOUR SHILLINGS. The numbers can be bound at the end of the Volume, and the Portfolio used as before.

The first advertisement which ever appeared in  
"The Illustrated London News," on  
June 11, 1842.

### BRITISH

Great Thoughts ..	£0 14 0
Times Weekly Edition ..	1 5 0
Punch ..	1 16 6
Autocar ..	1 15 6
Pearson's Weekly ..	0 13 2
Sphere ..	3 9 6
Tattler ..	3 11 9
Engineering ..	3 3 0
Britannia and Eve ..	0 18 6
Boy's Own Paper ..	0 15 0
Pearson's Magazine ..	0 15 0
Sunday Express ..	0 15 0
Blackwood's Magazine ..	1 10 0
Windsor Magazine ..	0 15 0
News of the World ..	0 13 0
Manchester Guardian Weekly ..	0 13 0
Army, Navy and Air Force Gazette ..	1 10 4

### AMERICAN

Ladies' Home Journal ..	£0 11 0
Life ..	0 10 0
Motion Picture Magazine ..	0 16 0
Harper's Magazine ..	1 5 0
Motor ..	1 7 0
Scientific American ..	1 1 0
Engineering News Record ..	1 18 0
Cosmopolitan ..	0 17 0
North American Review ..	1 5 0
Literary Digest ..	1 3 0
Collier's Weekly ..	0 17 0
Saturday Evening Post ..	2 10 0
Scribner's Magazine ..	1 1 0
Atlantic Monthly ..	1 3 0
Radio News ..	0 14 0
Outlook ..	1 8 0
National Geographic Magazine ..	1 0 0

### FRENCH

Génie Civil ..	£2 9 0
La Vie Parisienne ..	1 11 0
Revue des deux Mondes ..	1 12 0
Les Annales Politiques ..	1 0 0
Le Rire ..	1 0 0
Le Sourire ..	1 3 0
Fantasio ..	0 16 0
Economiste Français ..	1 9 0
Miroir des Modes ..	0 10 0
Le Matin ..	2 2 0
Chiffons ..	0 19 0
Miroir des Sports ..	0 15 0
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1 new novel each month for one year (in Colonial Edition)	£3 0 0
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(Above cannot be sent to U.S.A. or Europe.)	
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CENTRAL 5822.

With Branches and Agencies in CAPE TOWN, DURBAN, PARIS, TORONTO, WINNIPEG, VANCOUVER, and all the principal cities of the world.





MODERN COMFORT FOR THE INVALID:  
THE "BURLINGTON" ADJUSTABLE RECLINING CHAIR.  
This chair can be adapted in a moment to the height and requirements of the occupant. It is designed and carried out by J. Foot and Son, of 168, Great Portland Street, W., who specialise in invalid furniture.

Although modern ideas in furniture and decoration have taken a definite place in the history of "periods," there are still a great number of houses where the old style of decoration is more pleasing than the new. Harvey Nichols of Knightsbridge have been known for many years for the expert knowledge and attractive materials to be found in their furnishing department. They still have the old glazed chintzes that have been popular for over a hundred years, and are to-day printing the same designs. Cretonnes, a development of the chintz, are obtainable in modern as well as old patterns, and the many hand-printed designs obtainable are a speciality of this firm, as are also hand-blocked linens. The great development of late years is artificial silk, and there are some beautiful designs here among the Courtauld fabrics, whose colourings are soft and restrained, yet extremely effective.

A firm which celebrates its centenary next year is Peter Robinson's, whose huge block of premises at the corner of Oxford Circus has grown steadily and now occupies the whole of the island site. In 1883 the firm consisted of a small draper's shop.

In a few years it developed into a huge store where women could find everything they wanted under one roof; and in 1926 the eastern block was opened, devoted entirely to men's and boys' outfitting. The present dimensions of the firm are an eloquent testimony of the sound values and progressive policy that have built up the reputation it now enjoys.

Shoe-making is one of the old English crafts which still hold their place amongst the finest in the world. Since 1824 the firm of Dowie and Marshall, in Garrick Street, have been justly celebrated for the workmanship of their models, and many famous people have walked in their footsteps. The great Carlyle wrote that "for the sake of a public suffering much in its feet, I am willing to testify that you have yielded me complete and unexpected relief in that particular." To-day, sports shoes for famous athletes and all shoes requiring careful individual designing are a speciality of this firm.

A new dress waistcoat has been produced by Morgan and Ball, the well-known West-End shirt-



A CONVERTIBLE BABY CARRIAGE AND MAIL CART:  
THE "PRINCESS ELIZABETH," DESIGNED BY HITCHINGS,  
OF 495, OXFORD STREET, W.

The child can lie down full length or sit up in comfort, when the movable foot-tray fits snugly into position out of sight.

makers and hosiers. The feature of this garment is that it incorporates braces with waistcoat, brace-loops being attached to the inside and fastening on to the trouser-buttons in the usual manner. Thus the waistcoat is held down, and the trousers supported with absolute comfort and neatness.

Wonderful progress in the great fight against cancer has been made by the Free Cancer Hospital, Fulham, which was established over seventy years ago. An advertisement appealing for funds for the extension of the hospital and its work appeared at that time, stating that already on its books over 167 patients gratefully acknowledged the relief they had been given. To-day, that number has increased to many thousands, and correspondingly large donations are needed to cope with the work. It is hoped that the Ball to be held at Claridge's Hotel on May 5, devoted to this purpose, will be a great success. A few tickets are still available.

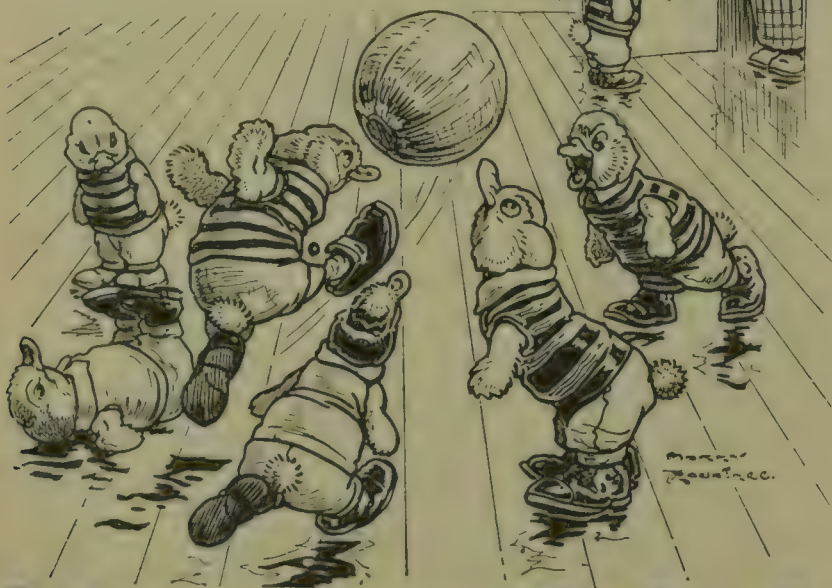


THE WORLD RESTING ON FOUR BRITISH LIONS: THE FAMOUS GOLDEN CASKET PRESENTED TO THE KING ON THE OPENING OF WEMBLEY.  
The vastness of the Empire is shown on the globe by different-coloured golds. The sphere is in two parts, one forming a lid. One of the many historically interesting pieces designed and carried out by the Goldsmiths and Silversmiths Company, of Regent Street, a firm with a long, time-honoured tradition.

## A GOOD FINISH

"Well, this is a nice game—on your mother's polished floor, too!"

"Don't worry, Granny—it's polished with 'Mansion' and a few rubs will soon take off all the marks and make it look as brilliant as ever."



# Mansion Polish



gives such a brilliant finish to Stained or Parquet Floors and Linoleum.

FOR DARK WOODS USE  
**DARK MANSION**

In tins 6d., 10½d. and 1/9. Also large household tin containing 2-lb. nett 3/.

BY APPOINTMENT TO  
THEIR MAJESTIES



THE KING AND  
THE QUEEN

## THEODORE HAMBLIN LTD. Opticians

MAKERS OF SPECTACLES TO SURGEONS' PRESCRIPTIONS ONLY.



### HAMBLIN'S "SPECLETES"

Folding spectacles that when folded take up no more room than a watch, but when open are full-size spectacles conforming to the most exacting requirements of the Ophthalmic Surgeon. Rigid, strong, and optically accurate.

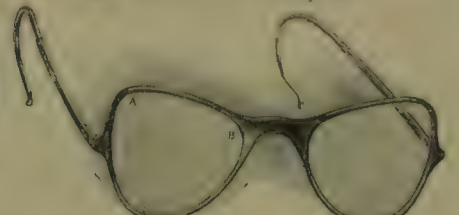


FROM  
£3. 10. 0  
without lenses.



### HAMBLIN'S "Full Field" SPORTING SPECTACLES

Hamblin's Sporting Spectacles afford the greatest possible field of vision. The illustration below shows a pair of these spectacles on which an ordinary round lens has been superimposed. Points marked A, B, and C, show the additional field obtained. Ideal for shooting, golfing, tennis and all other sports.



FROM  
£1. 17. 6  
without lenses.

15 WIGMORE STREET  
LONDON W.1.

Telephone:  
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AND  
PROVINCIAL BRANCHES.

Telegrams:  
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## FIFTY-SIX YEARS OF PIONEERING DEVELOPMENT

**I**N 1876 the first Singer product was placed on the market. Although, considered in the light of modern practice, it was a bicycle of extraordinary design, it offered the public many advantages in performance on anything previously available. It inaugurated a British pioneering movement which has continued with growing success to this day.



Now British light cars are acknowledged throughout the world as pre-eminent, and of British light cars the Singer was the forerunner. It may have been an accident that we were first. But it surely cannot be accidental that we have been first ever since.



Singer chassis, built to be reliable, are mounted with roomy, comfortable bodies equipped throughout with all that is desired by the owner-driver. The Singer can be accepted as the ideal owner-driver's car. Four-speed (silent third) gear-box, rear petrol tank, effective braking system, are features common to all Singer models.

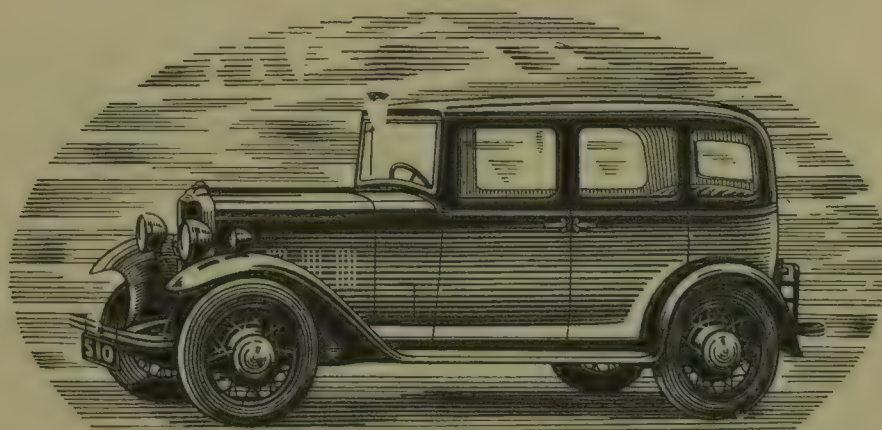
The small Singer car is undoubtedly the finest value on the market, whereas with the aid of alterations in this country's economic system, the larger Singer models are proving that they can fulfil the requirements of those car-owners who, previously requiring comfortable top gear work, often chose imported makes of cars.



Every Singer model is a car delightful to handle, comfortable to sit in, and one which needs no apologies on behalf of its owner to his friends. These cars can be seen and tried at the establishments of first class car Dealers throughout the world, as the knowledge of the excellence of Singer cars is not confined to our own home markets.



Singer Junior 8-h.p. models	£130 to £150
Singer 9-h.p. models	from £145-£185
Singer 10-h.p. models	.. £180 to £199
Singer Twelve-Six Saloon ..	£235
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Singer Silent-Six Saloon ..	£330
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SINGER & CO. LTD. COVENTRY

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The schoolboy, Stanley Gibbons, began dealing in stamps.

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"Stamp Collecting—The World's Hobby" is an interesting book that will introduce you to the joys of Philately.

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### OAKEY'S WELLINGTON FLOOR POLISH

Unequalled for giving a smooth, shining surface to floors of all descriptions. In tins, 4d., 8d., and 1/6.

### OAKEY'S WELLINGTON PLATE POWDER

Cleans and polishes, without a scratch. Use for all silver, electro-plate, and plate glass.

JOHN OAKEY & SONS, LTD.,  
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Try this  
chocolate covered  
Fruit Lozenge

FOR  
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GASTRIC & INTESTINAL TROUBLES

**TAMAR  
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Sold by all Chemists and Druggists 3/- per box  
67 SOUTHWARK BRIDGE RD., LONDON, S.E.1



*Quality Tells*

"PROMINENT amongst  
Scotch Whisky Brands,  
which are not in the hands  
of any combine."

Wine Trade Review.

Wm. Sanderson & Son, Ltd.  
Distillers — LEITH  
Estd. 1863.



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...On Board Ship Try—  
**British Consols  
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Mild, Sweet, Old Virginia

The Largest Independent  
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MACDONALD'S CIGARETTES &amp; TOBACCO'S MONTREAL CANADA

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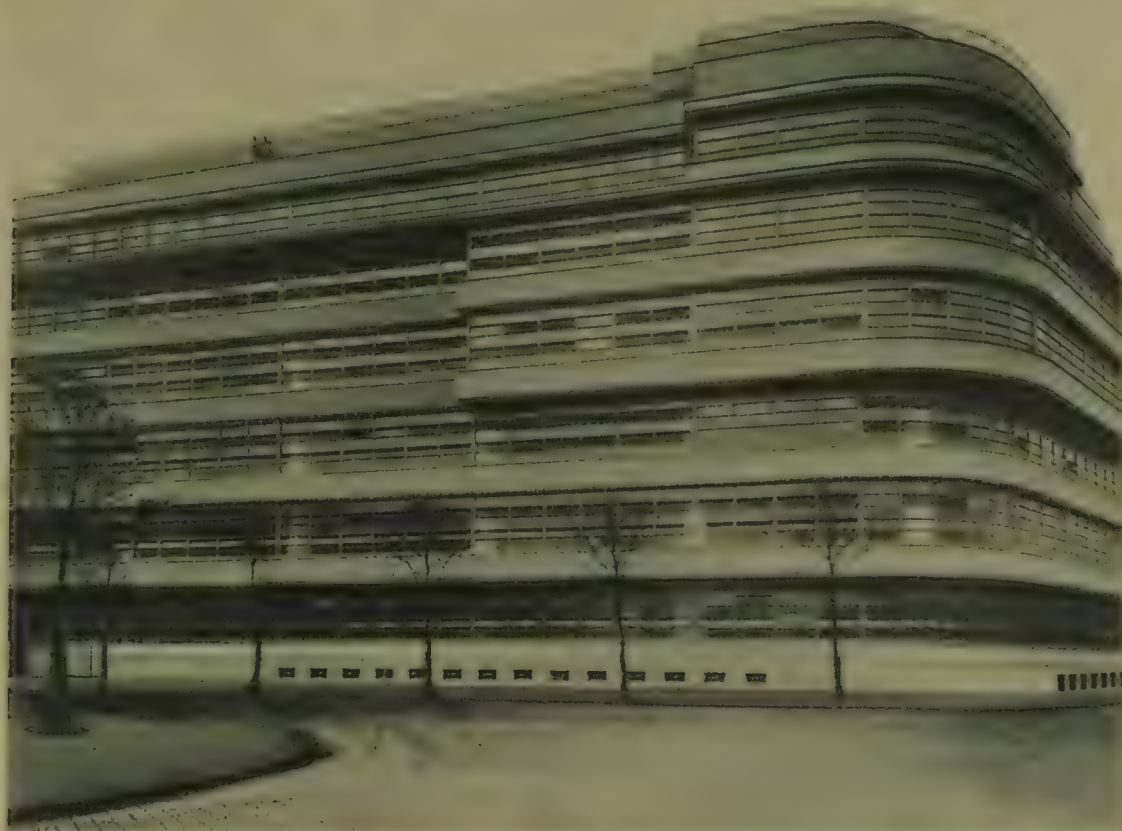
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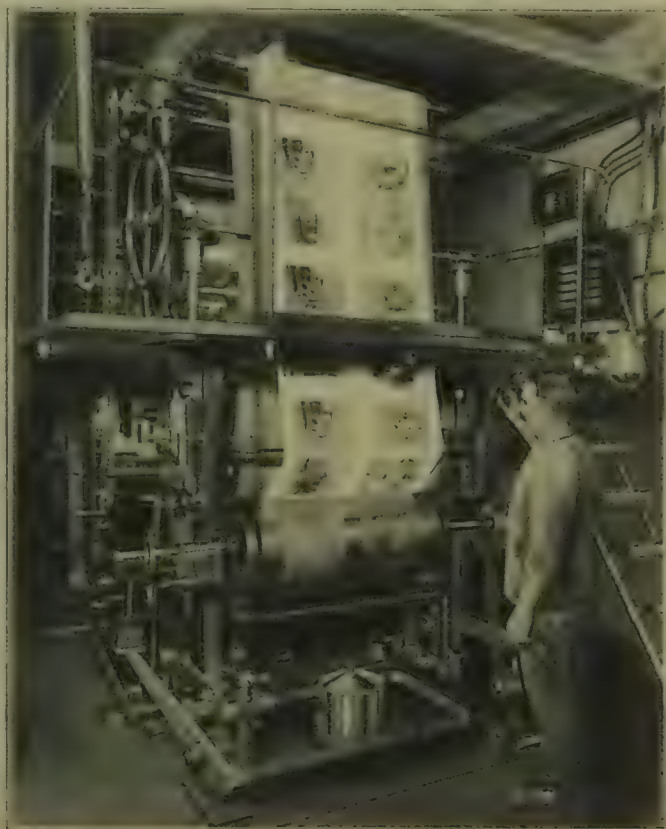
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Space forbids but a few brief extracts only, but accompanying the free Boudoir Book is sent full, independent and spontaneous testimony which the sterling merits of "Factative" have called forth from these and numerous other authorities from all parts. Readers should write to-day to the Factative Co., (Suite 15), 66, Victoria Street, Westminster, London, S.W.1, for a free treatise, which will be sent post free in plain sealed envelope.

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# THE ILLUSTRATED LONDON NEWS

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SATURDAY, APRIL 30, 1932.



FROM THE PAINTING BY GORDON NICOLL.

## THE FIRST NUMBER.

Here, in charming fashion, Gordon Nicoll harks back ninety years and pictures a family scene on the birthday of "The Illustrated London News."



## Messages

ON THE OCCASION OF

### THE NINETIETH BIRTHDAY OF "The Illustrated London News."

#### FROM THEIR MAJESTIES KING GEORGE AND QUEEN MARY.

Dear Captain Ingram,

Windsor Castle,  
11th April, 1932.

The King and Queen have learnt that this year will be the ninetieth anniversary of "The Illustrated London News" and the fact that since its inception the Journal has been under the direction of the founder and his descendants must, Their Majesties feel, add a special interest to the occasion.

I am commanded to convey Their Majesties' hearty congratulations on this great event in the history of "The Illustrated London News," which, by its literary merit and the introduction of so many subjects of world-wide interest and educational value, has been a source of weekly pleasure and recreation to its many readers.

Yours sincerely,  
CLIVE WIGRAM.

#### FROM H.R.H. THE PRINCE OF WALES.

Dear Sir,

St. James's Palace, S.W., April 16th, 1932.

The Prince of Wales desires me to convey to you his congratulations on the occasion of the ninetieth anniversary of the publication of "The Illustrated London News."

Its foundation was the origin of the numerous illustrated papers which now circulate throughout the world. As an historical record of events, it has considerable value, and to-day, while maintaining the highest standards of journalism, it conveys through its admirable articles and illustrations the most interesting items of news to the peoples of all countries.

His Royal Highness trusts that "The Illustrated London News" will continue for many years to come to fulfil its valuable service as a link between the Home Country and the Empire.

Yours very truly,  
GODFREY THOMAS.

#### FROM H.E. THE UNITED STATES AMBASSADOR.

Dear Captain Ingram,

I send you my congratulations and best wishes on the occasion of the celebration of the ninetieth anniversary of the founding of "The Illustrated London News." This old and widely-known journal has been a pioneer in the use of illustration and by its pictorial features has not only influenced the trend of modern journalism, but has contributed to the knowledge of the arts and sciences throughout the British Empire and in my own country and other parts of the world where it is so widely read.

Yours sincerely,  
A. W. MELLON.

#### FROM THE PRIME MINISTER.

I send you my hearty congratulations on having reached the ninetieth anniversary of your birthday. I feel as though I had known "The Illustrated London News" all the time! It occasionally wandered north when its illustrations were still beautiful wood engravings, and it had the great foresight to see the importance of the day when the railway reached Lossiemouth, and produced a picture of the event! Be that as it may, throughout its long life, it has been an interesting mirror, not merely of national but of world events, and I hope that it will add many years yet to its distinguished life.

J. RAMSAY MACDONALD.

From the Rt. Hon. STANLEY BALDWIN.

Heartiest congratulations to "The Illustrated London News" on the celebration of its ninetieth birthday. Were the founders of the paper alive to-day, they would be justly proud of their creation, which, week by week, for nearly a century, has portrayed the world's happenings and forged a pictorial link of great worth between the Motherland and all parts of our far-flung Empire. In the excellence of its literary contributions, which are both varied and informative, it has reflected and maintained the best traditions of British journalism, and has served as a valuable educative influence. May it long continue to go forward and prosper.

From the PRESIDENT of the ROYAL ACADEMY.

Dear Sir,—"The Illustrated London News" is celebrating its ninetieth birthday, but is still young and vigorous and up to date. I cannot let the occasion pass without a word of congratulation. "The Illustrated London News" occupies a high place among "weekly illustrateds," for it has always preserved a high standard, and, as its policy is to stimulate public interest in Art, Literature, and other cultural matters of equal importance, I hope it will have success in the future even more than in the past. Personally, I always have much pleasure in the perusal of its pages.

Yours sincerely,  
WM. LLEWELLYN.

From the Rt. Hon. D. LLOYD GEORGE.

I am glad to send "The Illustrated London News" my cordial good wishes and congratulations upon the occasion of its ninetieth anniversary. As the pioneer of pictorial journals, it has had innumerable imitators and rivals, and will doubtless continue to have them in future years. But I trust that it will carry on sturdily as in the past, maintaining and improving its own high standard, and recording with impartial truthfulness the pictorial history of its time.

From the DIRECTOR of the SCIENCE MUSEUM.

Dear Mr. Ingram,—It is with great pleasure that I offer my hearty congratulations to "The Illustrated London News" on having attained the ninetieth year of chronicling pictorially week by week important occurrences in all parts of the world. Besides the social record of our times which its pages have preserved for nearly a century, it has earned the special gratitude of many by the wonderfully perfect reproductions of many objects of special interest which have been produced. These have not been restricted to art and archaeology, where many suitable objects are to be found, but modern science and technical industry have also been included most successfully. In this way it has rendered valuable service in bringing to the notice of many readers much that otherwise would have escaped their notice.

Yours sincerely,  
H. G. LYONS.





HIS MAJESTY KING GEORGE V.

FROM THE PORTRAIT BY E. O. HOPPE



From the DIRECTOR of the BRITISH MUSEUM.

Dear Mr. Ingram,—It is with great pleasure that I take the opportunity of congratulating the Editor of "The Illustrated London News," and all concerned with its production, on its ninetieth birthday. "The Illustrated London News" is not an ordinary weekly illustrated paper; it has become an established institution. The archaeologist—for whom I wish specially to testify—looks to it every week for the latest information on the subject in which he is interested. What differentiates his expectation from that which he entertains towards most other weeklies is that he may be sure that the news and the illustrations which he will find have been obtained in each case straight from headquarters. The scrupulousness in this respect with which your paper has been conducted has given it an honourable reputation, not merely in Great Britain, but abroad, which it would be hard to parallel. More than one foreign scholar has told me that he regards "The Illustrated London News" as the leading archaeological journal. There one gets the actual material facts; theorising about them may be left to others. I hope that it will continue to flourish and enjoy its singular reputation under your editorship for many a year to come.—Yours faithfully, GEORGE F. HILL.

From the PRESIDENT of the ROYAL GEOGRAPHICAL SOCIETY.

Sir,—May I add my congratulations to you and your paper on its ninetieth birthday to the many that you will receive, and express a hope that it will long continue in the charm and many interests that it has for its readers. Of all the interests that you profess so well, none is better displayed than that of travel and exploration. Not only has your paper shown enterprise, but it also displays a most admirable discrimination. The pictures, as well as the letterpress, are the description of really original work, not just the snapshots of a globe-trotter. I would instance those of Mr. Bertram Thomas, those a week or two ago of the Hadramaut, those of Greenland; these, with many others, form a genuine contribution to geographical research and provide an incentive to the coming generation to find out more and more about the earth's surface and its inhabitants. The more extended your efforts become in these directions the greater pleasure and interest you will diffuse. Yours very truly, W. E. GOODENOUGH.

From the DIRECTOR of the NATIONAL GALLERY OF SCOTLAND.

Dear Sir,—Allow me to send my congratulations on the ninetieth birthday of "The Illustrated London News." I feel sure that all those interested in art must appreciate the way in which you have reproduced from time to time important examples of the works of outstanding artists and the manner in which you have drawn attention to matters of art generally. I once heard your journal referred to as "The Illustrious London News," which seemed to me appropriate. Yours faithfully, STANLEY CURSITER.

From the DIRECTOR of the VICTORIA and ALBERT MUSEUM.

Dear Mr. Ingram,—It is a real pleasure to be able to congratulate you on "The Illustrated London News" having attained its ninetieth anniversary. No one knows better than yourself what a deservedly pre-eminent position it has earned, not least in relation to the side of things in which I am myself most interested. And it has not surprised me to find, both on the Continent and in America, that "The Illustrated London News" is widely regarded as the best general means of keeping in touch with what is going on in the world of art. For my own part I have naturally been pleased to notice how many people have told me that they always turn to the illustration of our masterpiece of the week at the Victoria and Albert Museum to see what is at the moment on exhibition. So please let me add my voice to the chorus of congratulations and good wishes which you will undoubtedly be receiving.

Yours sincerely, ERIC MACLAGAN.

From the DIRECTOR of the NATIONAL PORTRAIT GALLERY.

Dear Mr. Ingram,—I am very pleased to send you good wishes. I only wish that you could produce now as much good drawing as you did in the past.

Yours sincerely, H. M. HAKE.

From the DIRECTOR of the NATIONAL (TATE) GALLERY, Millbank.

Dear Mr. Ingram,—It is a great pleasure to me to congratulate you on the ninetieth birthday of your famous paper, "The Illustrated London News," and to send you my best wishes for its continued success. You know, better than anybody, the extent of the remarkable development in illustrated journalism that has taken place during the last ninety years. In that development "The Illustrated London News" has played a leading part, first as a pioneer and later in stimulating interest in all the desirable forms of human activity. The widespread interest in art, so characteristic of the present day, is due to a variety of causes, not least among them the enlightened and unwearied efforts made by your paper through so many years. I trust that its prosperity and good work may continue unabated.—Yours sincerely, J. B. MANSON.

From the KEEPER of the LONDON MUSEUM.

Dear Captain Ingram,—I understand that "The Illustrated London News" is about to celebrate its ninetieth birthday. It may almost be said, therefore, to possess already a personal link with antiquity, and a word of congratulation and appreciation from an archaeologist may not be altogether out of place. That your camera has always recorded current archaeology with a generous yet discriminating eye is nothing new, but I am glad to have this opportunity of emphasising that professional indebtedness which has long been a matter of commonplace comment amongst professed archaeologists. Your pages to-day provide a central focus for discovery throughout the world. You range weekly, with a fine disregard for barriers of space and time, over the wide field of human endeavour, and if as an archaeologist I may be thought to overstress one aspect of your work, I would add with equal emphasis that, whilst showing archaeology to the world, you also show the world to archaeologists. On both accounts I have an unusual pleasure in subscribing myself amongst your debtors and admirers.

Yours sincerely, R. E. M. WHEELER.

From MR. RUDYARD KIPLING.

Dear Sir,—A long time ago "The Illustrated London News" was the only paper in the world that gave "pictures"—the elaborate and imaginative woodcuts of those days. One knew them as a small boy, and the memory stuck—even to such small details as the stale glare in the dead carthorse's eye at the Burning of Bazeilles, and the light on the protruded tongue. With the coming of process repro., flash photos., and all the apparatus of mechanized art, things, of course, changed, and my interest waned, and I regretted, as I still regret, my "pictures" of old which gave room and atmosphere for a boy to enjoy himself in the kingdoms they created for him.

None the less, I am sure that there are myriads of young people now who are getting the same stimulus and interest out of your present pictures as their predecessors extracted from your galleries in the past.

I hope that, when you publish the history of the paper, you will give us some account of the artists and wood engravers who served you so splendidly in the old days.—Very sincerely yours, RUDYARD KIPLING.

From the SECRETARY of the ZOOLOGICAL SOCIETY.

Dear Sir,—May I add my congratulations to "The Illustrated London News" on the celebration of its ninetieth birthday. Apart from the very high place that "The Illustrated London News" has taken in the more general work to which it devotes itself, the beauty, accuracy, and interest of what it has published with regard to animal life have given much pleasure to Zoologists and have done much to advance public interest in Zoology.—I am, dear Sir, Yours very faithfully, P. CHALMERS MITCHELL.

From the DIRECTOR of the METROPOLITAN MUSEUM OF ART, New York.

Sir,—For ninety years your paper has been one of the most important organs in the English-speaking world for the diffusion of knowledge on contemporary history. For the last score of years, at least, it has been perhaps the greatest organ for the diffusion of knowledge on ancient times.

We have our technical journals, devoted to limited periods of the ancient world and appealing to limited classes of readers. "The Illustrated London News" has appropriated the entire ancient world as its field and the entire living world for its public. If we of today—both scientists and laymen—are taking a more and more intelligent interest in man's past history viewed as one great picture, that is largely due to your efforts.

Always timely, readable, and excellently illustrated as your articles are, their greatest quality is their soundness. You have had an imposing list of contributors, but, more important, you have had a very able staff. It has been my personal experience that when your staff has the occasion to summarize a paper they are able to recognize the significant and to quote it accurately. I have long intended to express my appreciation of the summaries you have published of my own reports, and I take great pleasure in doing so now on your ninetieth birthday.—Yours sincerely, H. E. WINLOCK.

From the DIRECTOR of the AMERICAN MUSEUM OF NATURAL HISTORY, New York.

American Museum of Natural History sends hearty good wishes for your continuance as a graphic exponent of science, art, and literature.

GEORGE H. SHERWOOD.

From the PRESIDENT of the NATIONAL GEOGRAPHIC SOCIETY, Washington, U.S.A.

The staff of the "National Geographic Magazine" send you warmest congratulations on achieving your ninetieth birthday. We recall with greatest pleasure the amicable relations and effective mutual co-operation that existed between our two organizations since founding of "National Geographic Magazine" forty years ago. With sincere admiration and best wishes for your continued success.—GILBERT GROSVENOR.

From MR. H. G. WELLS.

Dear Mr. Ingram,—I think "The Illustrated London News" the best newspaper in the world. Only "Nature," within its more restricted field of pure science, can compare with it. For years I have taken it in myself and read it every week with the liveliest interest, and in addition I subscribe for it to be sent to two old friends of mine. It is the easiest and best of presents for a friend abroad. It is magnificently edited. It is amazing how wide and comprehensive is the sweep of its nets. I do not see how anyone can keep up to date about the things that matter without it. It ought to be in every school and in every household where there are young sons and daughters.

Very sincerely yours, H. G. WELLS.

From the HEADMASTER of HARROW.

Dear Sir,—I should like to congratulate "The Illustrated London News" on attaining its ninetieth birthday, and wish it many happy returns. In certain definite respects its pages constitute as vivid a record of our social and political history as can be found anywhere, and it has always been not only enlightening but thoroughly healthy in its influence.

Yours sincerely, CYRIL NORWOOD.

From the EDITOR of "THE TIMES."

My dear Captain Ingram,—I should like to add my congratulations to the many which will reach you on the ninetieth anniversary of "The Illustrated London News." I happen to have been one of your hereditary readers since childhood and still possess some of the early bound files in which I used to delight in those days. And in late years it has been the greatest pleasure to be associated with your work through the common interest of the "Times" and "The Illustrated London News" in photographic progress and particularly in archaeology. It is a remarkable achievement, in the face of modern competition, that you have maintained so high a standard successfully for so many years.

Yours sincerely, GEOFFREY DAWSON.

\*From SIR ARTHUR KEITH, Royal College of Surgeons.

The ninetieth birthday of "The Illustrated London News" gives men of science a welcome opportunity of acknowledging the splendid service which this great journal has rendered them by making known the fruits of their toil throughout the world. . . .—ARTHUR KEITH.

\*From the PROFESSOR of HISTORY, ROYAL NAVAL COLLEGE, Greenwich.

. . . During all these ninety years "The Illustrated London News" has specialized in maritime pictures; and, in doing so, has surely carried out a task the importance of which it would be difficult to exaggerate. . . .—GEOFFREY CALLENDER.

From SIR OLIVER LODGE.

Dear Sir,—I have known "The Illustrated London News" on and off all my life. In the early days there were pictures of some of the battles in the Crimean War, and many pictures of the Prince Consort and Queen Victoria. The work of producing and reproducing illustrations has improved since then; and you have wonderfully kept up the standard. The weekly contribution of G. K. Chesterton was also an attractive feature; and some of your scientific illustrations showed remarkable ingenuity. I congratulate you on your ninetieth birthday, and look forward to the centenary.

Yours faithfully, OLIVER LODGE.

From the HEADMASTER of WINCHESTER.

My dear Sir,—It is a true pleasure to congratulate "The Illustrated London News" on its ninetieth birthday. The value of the paper for the study of history past and present, in the widest sense, has never been greater than now, and it has become an invaluable record of discovery and of many phases of the beauty and interest of the world. I hope and believe that you will go from strength to strength.—Believe me,

Yours sincerely, A. T. P. WILLIAMS.

From the EDITOR of "PUNCH."

Dear "Illustrated London News,"—As one veteran to another—for you are his junior by only a year—Mr. Punch offers to you the best of good wishes on the occasion of your ninetieth birthday. I share his desire that you may live for ever.

Yours, OWEN SEAMAN.

From SIR ARTHUR SMITH WOODWARD.

Dear Mr. Ingram,—I welcome the opportunity of joining in congratulations to the Proprietors and Editor of "The Illustrated London News" on the ninetieth anniversary of its foundation. As one occupied with a small department of scientific research, I have for many years turned to this paper for notes and illustrations of the more striking advances in other departments. I have especially appreciated the never-failing topical articles. I have also enjoyed the insight into the progress of other branches of learning, which its varied pages have always afforded. I wish the enterprise continued success in presenting the more important achievements of science in intelligible form to the general reader.—Yours sincerely,

ARTHUR SMITH WOODWARD.



# Ninety Years of British Monarchy.

By MICHAEL SADLEIR.

IT is surely no exaggeration to say that the established popularity of the Throne in Great Britain is to-day one of the wonders of the world. After a period of upheaval unrivalled in the history of civilisation, when there is hardly an institution or a belief which has not been either swept away or modified out of all recognition, the continued and unaltered presence of royalty at the head of British society and British politics would be regarded as something almost miraculous, were it not so taken for granted that the general public never think to question it at all.

Twenty years ago royal personages were titular rulers of eleven out of the fourteen principal European States. To-day seven of those rulers survive; of whom only three—the Kings of Italy, Belgium, and England—are on the thrones of countries which were directly involved in the Great War. Of these three royal survivals, the most impressive is that of British sovereignty, just because it seems the most inevitable. Its persistence owes nothing to victory in war; it would hardly have been seriously challenged in defeat. The British people are never deeply moved by political Utopias, and their attitude toward presidents and politicians is one of polite but slightly amused indifference. In consequence, Republican enthusiasm has never spread far beyond the circles of radical philosophers and political careerists.

"Here in England," said Joseph Chamberlain, then Mayor of Birmingham and an avowed Republican, "the Throne is respected as the symbol of all constituted authority and settled government."

The words provide an explanation of the technical survival of British kingship. Constitutional monarchy in this country is indeed a symbol of order; and it would be valued as such, even though the individuality of the monarch were wholly obscured by his rank. But the English monarchy has shown itself to be something more than merely stable. During the last ninety years—during, indeed, the exact lifetime of *The Illustrated London News*—it has identified itself so closely with the life of the nation as a whole as to become a part of the ideology of the ordinary man; and that this should be so, is the result of the skill, discretion, and, if one may say so, bourgeois good sense with which for long enough royalty has discharged its difficult function. What might be an impressive but merely impersonal symbol of public order has made intimate and enduring contact with every British household, has so transcended its ceremonial and constitutional rôle as to become an object of intense personal interest and widespread personal affection. In consequence, a threat to the stability of the throne would be felt as a threat to the security of a million families, and would be resented and resisted accordingly.

It has been suggested that the technique of English royalty has for nearly a century been remarkable for bourgeois good sense. This is merely another way of saying that royal personages have never, since the accession of Queen Victoria, played the aristocrat. On occasions when stately splendour has been their duty, they have excelled in dignity and magnificence; but their conduct of daily life has always approximated rather to that of the great middle class than to the aloofness, elaboration, or eccentricity by which caste is apt to emphasise its difference from the common herd. Royalty, indeed, in their private capacity, have regularly adopted the domestic habits of the traditional

British family; and it is certain that no other policy could so closely have endeared them to the home-loving, solid, straight-dealing, rather commonplace folk who are the vast majority of the population of these islands.

Nor has this skillful conciliation of national tastes been more than in part deliberate. The last three reigning Sovereigns of Great Britain have worked by instinct and inclination as much as by tact. They have proved to be of much the same stuff as those over whom they ruled. Queen Victoria showed many of the traits of hundreds of thousands of Englishwomen of her day; and with her faults and theirs went admirable qualities. Her sense of duty, her domestic efficiency, her moral integrity, her combined love for and management of her husband—all endeared her to British womanhood, of which she became at once the diadem and an inalienable part. Edward VII., alike as Prince of Wales and after he came to the throne, succeeded, by being just himself, in becoming as generally acceptable to ordinary Englishmen as was his mother to their womenfolk. He shared their virtues, their frailties, and their interests. Naturally kind-hearted, of quick but forgiving temper, as affable and accessible in off moments as, at other times, he was punctilious for etiquette and genuinely fond of splendour, he liked to live just such a life as most Englishmen would

choose had they freedom to do so. He had his job, and worked with skill and industry. When work was done, he sought pleasure no less zealously. Horse-racing, shooting, boon companions, the stage, Paris, the plantations, cottages and live-stock at Sandringham—these, the diversions of King Edward, were the ideal diversions of his masculine subjects. Wherefore the King was popular as a sportsman and admired as a man of the world, thanks to whom British prestige stood higher in the Courts and capitals of Europe than it had done for many years. Small

wonder that the Edwardian period—the last carnival of prosperity and care-free pleasure-seeking before the coming of the deluge—lingers in the minds of those fortunate enough to have experienced it as a golden age, when at one end of the social scale Fashion took its brilliant cue from the King, while at the other end the monarch's humble subjects betted on his racehorses, and cheered his genial figure at every sporting event or public ceremony.

That the personalities of the present Royal Family possess the same delicate adjustment of character to national circumstance, no one will deny. Our King and Queen have lived through times far more dangerous and agonising than any which either Victoria or Edward VII. were called upon to face. They have shown themselves as staunchly dutiful as the former, as adaptable and as accessible as the latter. They "stuck" the war years with the same unobtrusive determination as was shown by their subjects; they have become part of the uneasy world of after-war, without attempting to prejudge new tendencies or to stem tides of change which have already engulfed valued and familiar landmarks. As for their family life, it is nowadays more than ever an object of devoted interest to the mass of their people; for it is felt that these royal folk are primarily human beings and Britons like ourselves, whose problems, bewilderments, and emotions are the same as ours, but magnified and infinitely complicated by the blend of isolation and lack of privacy which is royalty's inevitable lot.



QUEEN VICTORIA, THE PRINCE CONSORT, AND FOUR OF THE ROYAL CHILDREN AT KINGSTOWN HARBOUR ON THE OCCASION OF HER MAJESTY'S FIRST VISIT TO IRELAND.

Queen Victoria, as we had it at the time, "gladdened the hearts of her Irish subjects by the sunshine of her presence" by visiting Ireland in 1849. She was accompanied by the Prince Consort and by the Prince of Wales, Prince Alfred, Princess Alice, and the Princess Royal. (From our issue of August 18, 1849.)





## HER MAJESTY THE QUEEN.

The wedding of Princess Victoria Mary of Teck, only daughter of the Duke and Duchess of Teck, to the Duke of York, afterwards Prince of Wales and now King George V., took place on July 6, 1893, in the Chapel Royal, St. James's. "The Illustrated London News" of the time recorded the "scene of national enthusiasm and national joy" witnessed in London, and added: "There has hardly been an occasion so full of deep moment to us as a people, or one more abounding in national import." (From our Royal Wedding Number of July 10, 1893.)



THE WEDDING OF PRINCESS VICTORIA MARY OF TECK (NOW QUEEN MARY) TO THE DUKE OF YORK (NOW KING GEORGE V.): THE CEREMONY IN THE CHAPEL ROYAL, ST. JAMES'S, ON JULY 6, 1893.



"THE DUKE AND DUCHESS OF YORK AND THEIR CHILDREN": THE KING AND QUEEN IN 1896.

"Their Royal Highnesses the Duke and Duchess of York at home with their children, Princes Edward and Albert of York, and one of those four-footed friends, a specimen of which is seldom far from either the Duke or Duchess." (From our issue of November 21, 1896.)



THE "SILVER WEDDING" OF THE KING AND QUEEN: THEIR MAJESTIES AT ST. PAUL'S—THE SINGING OF THE NATIONAL ANTHEM.

"On July 6 (1918) the 25th ('Silver Wedding') anniversary of the marriage of King George and Queen Mary (then Duke and Duchess of York) in 1893—the King and Queen drove from Buckingham Palace to St. Paul's to attend the Silver Wedding Day service. In the illustration are seen, in the foreground, the Queen, the King, and Queen Alexandra." (From our issue of July 13, 1918.)



THE FIRST LADY IN THE LAND AS AN ART COLLECTOR: HER MAJESTY THE QUEEN WITH SOME OF HER CHINESE JADE.

The Queen has always loved home life, and, while cultivating the domesticities, keeps an ideal of "the home beautiful." Despite public duties and official engagements which make her one of the busiest of women, she finds time for various hobbies, especially that of collecting art treasures. She takes an expert interest in pictures, furniture, and bric-a-brac.—(Photograph by E. O. Hoppé.)



## The Prince of Wales - Then and Now.



THE PRINCE'S BIRTH: "PRESENTATION OF OUR FUTURE KING TO THE HOME SECRETARY."

"On Saturday evening, June 23, at ten o'clock, H.R.H. the Duchess of York . . . gave birth to the babe whose advent is hailed with sincere rejoicing. . . . The Right Hon. H. H. Asquith, Home Secretary, was there until nearly an hour after the birth." (From our issue of June 30, 1894.)



THE PRINCE'S CHRISTENING: THE ARCHBISHOP OF CANTERBURY PERFORMING THE CEREMONY IN THE DRAWING-ROOM OF WHITE LODGE, RICHMOND PARK.

The chief personages were duly named under the picture. In the front row (left to right): Duke of Cambridge, Princess Victoria of Wales, Duke of Connaught, Duchess of Teck, Prince of Wales, the Queen, Princess of Wales, Duke of Teck, the Czarevitch, and (missing one) Prince Louis of Battenberg. In the foreground is the Duchess of York (now Queen Mary). On the right is the Duke of York (now King George). (From our issue of July 21, 1894.)



THE PRINCE'S FIRST BIRTHDAY: A PHOTOGRAPH PUBLISHED IN "THE ILLUSTRATED LONDON NEWS" OF JULY 13, 1895.

We published this picture as a full-page supplement to our issue of July 13, 1895. Its title was "Our Future King: The First Birthday of H.R.H. Prince Edward of York."



"ICH DIEN": THE PRINCE OF WALES; A PORTRAIT OF HIS ROYAL HIGHNESS AS HE IS TO-DAY.



THE PRINCE PRESENTED TO THE WELSH PEOPLE AFTER HE HAD BEEN INVESTED AS PRINCE OF WALES.

The Prince was invested in Carnarvon Castle on July 13, 1911. The King is seen presenting him to the Welsh people after the ceremony. (From our issue of July 22, 1911.)

ON a notable occasion of a year or two ago, a Dominion Premier spoke of "the obligations which the whole family of British nations are under to his Majesty the King," and he continued: "He is the visible symbol of our unity, the centre of all our loyalties, and the link which binds us together. But I think throughout the Empire there is something more than that, and in considering our loyalties to the Throne we ever have in mind, not only the functions of the Crown as an institution, but the arduous and devoted personal service which his Majesty and the whole of his family have rendered to the Empire and all its people." Personal service: that is the true note. And, with the example of the King and Queen before him,

[Continued opposite.]



"OUR FLYING PRINCE": HIS ROYAL HIGHNESS OVER WINDSOR CASTLE.

Publishing this picture on December 14, 1929, we noted: "The Prince of Wales has taken very keenly to flying, as a sport and as a means of quick transit. In May, 1928, it was arranged that a Bristol Fighter should be kept always ready for him at the R.A.F. aerodrome at Northolt, and some months later a new machine was built to suit his needs when travelling by air to fulfil public engagements. In September he bought a machine of his own."

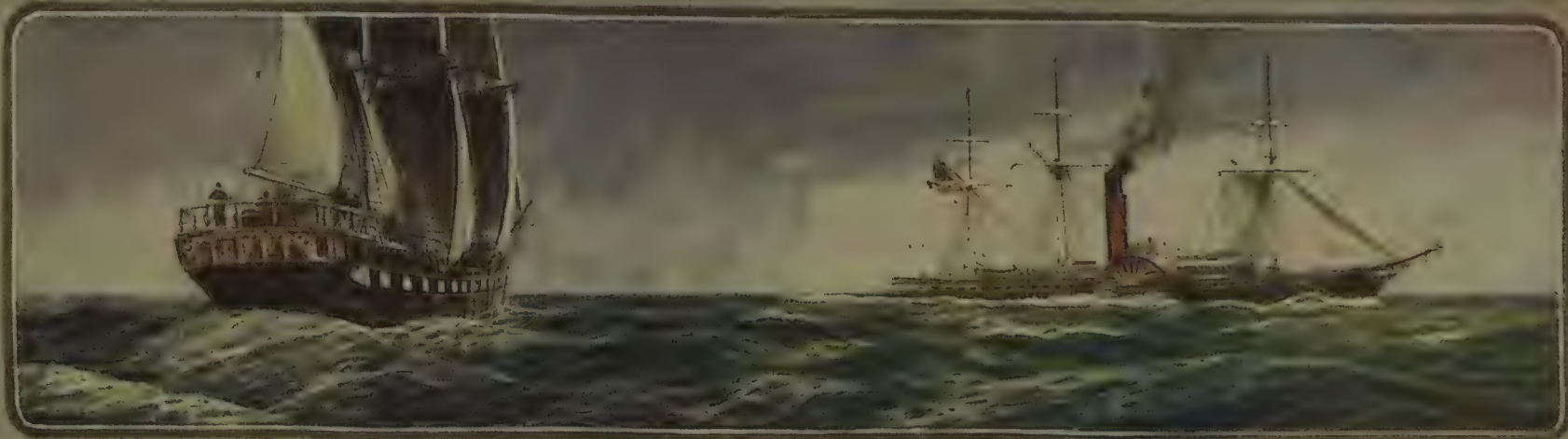
[Continued.]

none is better aware of this than the Prince of Wales. His activities are many and various; but none is undertaken with greater zest than those which are concerned with the welfare of the country. Witness his recent address to Youth. "Youth," he said, "cannot long remain a spectator of life: it will only be a short time before the work of the world will be placed on your shoulders to carry. . . . The enemy to-day is depression and apathy. Let us attack them with two of our old-fashioned characteristics—good sense and good humour. . . . Never has there been such a gathering, of both young and old, eager to help in the service of their fellow-men. Let us make ourselves fit for that service and dedicate ourselves to it to-night."



# Ninety Years of Ocean Travel: From Sailing Ship to Luxury Liner.

FROM THE PAINTING BY G. H. DAVIS.

*A Full Rigged Ship.*

1842.

*"Britannia."*

1858.

*"Great Eastern."*

1866.

*"City of Paris."*

1891.

*"Scot."*

1909.

*"Mauretania."**"Alcantara."*

1932.

*"Empress of Britain."**"Strathnaver."*

## FROM TIMBER AND SAIL TO STEEL, STEAM, AND OIL: PASSENGER-SHIP DEVELOPMENTS BETWEEN 1842 AND 1932.

In 1842, the first steamship service between England and America, started two years before, was definitely established. The 1150-ton "Britannia" (the first Cunarder) had been joined by a sister-ship, "Acadia." They had paddles and also sails. In sixteen years steam made great progress, and, though the "Great Eastern" was a freak and a failure, she had the screw propeller besides paddles and sails. Nine years later the first "City of Paris" had a propeller only. Tall masts and yards still persisted. In 1891 the first liner carrying pole masts only appeared, the "Scot" (6884 tons), of the Union Line (now Union-Castle), having twin screws

and a speed of 18 knots. In 1909 came two revolutionary ships, the Cunarders "Lusitania" and "Mauretania," driven by steam turbines, with four screw propellers. The tonnage was over 31,000 and speed over 26 knots. Later, oil fuel ousted coal. Then came geared turbines, and next the internal-combustion engine, which initiated motor-ships. In the new P. and O. liners "Strathnaver" and "Strathaird," turbines are used only to generate electricity for motors connected to the propellers. The M.S. "Alcantara" belongs to the Royal Mail Steam Packet Company. The 42,500-ton Canadian Pacific liner "Empress of Britain" was launched in 1930.





## TRADITION AND CONTINUITY: "THE ILLUSTRATED LONDON NEWS"—1842-1932.

By G. K. CHESTERTON.

WE celebrate in this number the ninetieth anniversary of the establishment of *The Illustrated London News*, now within one decade of a century. It has outlived many institutions, both public and private, which the public who read it first regarded as being normal to the nation, and even to the nature of things. It has outlasted the Act of Union, the State Churches established in Wales and Ireland, the Penny Postage, the Three Volume Novel, the Gold Standard, and the great wealth of the landed gentry. The novel may seem a very frivolous trifle to mention among the rest; but in truth the various methods of the publication of fiction mark, in more ways than one, the changes from that old England to the new.

Many people must have expressed, and most people must have felt, a deep desire that the story of "Pickwick" could go on for ever. So far as the nature of the story goes, it might really go on for ever, just as it might end anywhere else. There is no reason why Mr. Pickwick should remain permanently at Dulwich any more than at Ipswich. Now most people know that the earlier romances of Dickens, such as the "Pickwick Papers" or "Martin Chuzzlewit," did come out in serial form, like a popular periodical; and the periodical was very popular indeed. If we want to measure what is meant by the extraordinary continuity of a publication like *The Illustrated London News*, through all the changes of the ever-changing modern transition, we could hardly make it more vivid than by a parallel like that of "Pickwick." We must imagine that the serial publication of "Pickwick" has gone on steadily from that day to this, following all the phases of fashion and political change. It began with Mr. Pickwick in a coach; it would go on with Mr. Pickwick in a railway carriage; it would proceed further with Mr. Pickwick in a motor-car; it would end (for the present) with Mr. Pickwick in an aeroplane. We have to suppose some such solid yet symbolic Englishman, in his case perhaps the most English of Englishmen, carrying on through all those changes in a continuous narrative; in an endless serial; in an infinite number of numbers.

The attempt to imagine it, or even the failure to imagine it, will give the reader some idea of how rare and remarkable is a serial publication that has really spanned that stretch in the history of England. Mr. Pickwick, for instance, went to Birmingham to see the elder Mr. Winkle, and found the atmosphere somewhat chilly. Consider how often the atmosphere has changed since then, and what a series of startlingly different atmospheric impressions has been connected with that single name of "Birmingham." We can imagine Pickwick, in every sense the immortal Englishman, going to Birmingham to listen to John Bright. We can imagine him going to

Birmingham to listen to Joseph Chamberlain. We can imagine him visiting the Bishop of Birmingham and finding he was Dr. Gore. We can imagine him visiting the Bishop of Birmingham and finding he was Dr. Barnes. Every kind of revolution and reaction of opinion, every kind of extreme and even extravagance, has transformed the very meaning of words and names in city and country, from Free Trade to Protection, from High Church to Low Church; from pacifism to militarism and back again; from Toryism to Socialism and back again; from spiritualism to materialism and back again; and all the time we must suppose that the "Pickwick" serial is still coming out in the same green covers, adorned with the same

all that. I find it difficult to believe that even Mark Tapley's optimism would have been able to endure the optimism of the Brighter Salesmanship. But to realise the point about the alteration of atmospheres we must suppose that somebody about the age of young Martin Chuzzlewit is still alive; as this paper is still alive.

Tradition and continuity are rare in the world of journalism, as compared with the world of religion or art or mere ceremonial of state. But this one illustrated paper still has something about it which suggests that it has behind it the weight and the momentum and the power of the great past of England, and the glory that is not yet a hundred years old. In reading it, we have still something of that sense of security which has led so many of the very latest critics to rediscover the genius of Trollope; or so many of the newest poets to appreciate at last the dignity of the oldest Victorian furniture. It is national; it has the national hobbies, such as the hobbies of natural history and the fairy-tales of science, which were so strong a part of the normal English happiness of the nineteenth century. It is not feverish; it does not pander to a panic about the need of being *chic*. It realises that really educated people are more interested in an epoch-making fossil, or a unique Byzantine icon, than in interminable snapshots of the wives of pork-butchers who have bought peerages standing on one leg in tights on the Lido or the Alps. It is Liberal in the old and generous English sense; of believing in the intelligence of the citizens.

It is one of the few papers to-day that can boast of being older than its contributors, which gives them the feeling of belonging to a college or a guild. I can remember turning over as a child the back numbers which my father had kept, recording what was already ancient history: the first spirited sketches and adventurous "copy" in connection with the Crimean War. The work was often done with so much skill that we might well regret that

photography has eclipsed it. I remember the thrusting vigour of Caton Woodville's pictures, and the way he rode furiously at the public with levelled lance or lifted sabre. I remember the distinguished men who have occupied this page in which I am now allowed to sprawl; my own parallel of a perpetual novel reminds me of so typical and national a novelist as James Payn; and I remember, in my own time, the humour and the sanity of L. F. Austin. And, whatever our differences, we should at least none of us dispute what is now so widely disputed: that mere rude and random disruption is bad for the tissue of living things; that we grow out of the greatness of our people and the mighty memories that have formed our minds.



PETER CUNNINGHAM.



SHIRLEY BROOKS.



GEORGE AUGUSTUS SALA.



JAMES PAYN.



L. F. AUSTIN.

### WRITERS OF "OUR NOTE-BOOK" AND OF THE ARTICLES FROM WHICH IT ORIGINATED.

"Our Note-Book," which Mr. G. K. Chesterton has now written for us for over twenty-five years, originated in the early days of this paper, when it was a couple of columns of publishers' and picture-dealers' gossip, mixed with pleasant scraps of antiquarian lore. The feature was then called "Town and Table Talk on Literature and Art," and was contributed by Peter Cunningham, son of Alan Cunningham, the poet, and the author of the "Handbook to London." This was followed, in turn, by "Nothing in the Papers," contributed by Shirley Brooks, one time Editor of "Punch"; and by "Echoes of the Week," contributed by that distinguished journalist and essayist, George Augustus Sala. Then came James Payn, the novelist and essayist, with "Our Note-Book"; then L. F. Austin, leader-writer, reviewer, dramatic critic, and "the best after-dinner speaker in London."

comic pictures, and that something born in the age of Mr. Snodgrass and Mr. Tupman still sustains a commentary upon the age of Aldous Huxley and Gertrude Stein. Or, to take the other novel whose name I mentioned, it is as if the wanderings of Martin Chuzzlewit in America had continued not only through all that followed the Civil War and the Reconstruction and the rise of the old Ku-Klux-Klan, but on through the great Grover Cleveland crisis, the Free Silver campaign; the great boom of prosperity; the entry into the Great War; the epoch of Mr. Ford; the astonishing experiment of Prohibition; the collapse; the bankruptcy; and the solemn coronation of Capone, or some other common criminal, as the real Dictator of America. I really think that Dickens would have burst before he could have said what he felt about



# "THE ILLUSTRATED LONDON NEWS" AND POSTERITY: OUR 1842 ISSUE.

PHOTOGRAPH (BY E. O. HOPPÉ) TAKEN IN THE VICTORIA AND ALBERT MUSEUM, BY SPECIAL PERMISSION.



THE SET OF WOOD-BLOCKS USED FOR THE FIRST NUMBER OF THE FIRST ILLUSTRATED NEWSPAPER PRESERVED FOR THE NATION: ART STUDENTS INTERESTED IN "THE ILLUSTRATED LONDON NEWS" EXHIBITS IN ROOM 71 AT THE VICTORIA AND ALBERT MUSEUM.

The Victoria and Albert Museum, at South Kensington, is paying a great compliment to "The Illustrated London News," recognising our ninetieth birthday by devoting the walls of Room 71 to an Exhibition of the complete set of wood-blocks used for our first number, and a considerable number of original pictures done for various issues of our paper. As the photograph shows, the wood-blocks and prints from them are contained in five frames. The rest of the wall-space, as we have noted, is devoted to original pictures from "The Illustrated London News"; with notices reading: "'Illustrated London News' 90th Anniversary." That this display of the wood-blocks, more particularly, will prove of unusual interest seems certain: for our paper, whose first number is dated May 14, 1842, is the pioneer

of the illustrated newspapers of the world; that is to say, of the newspapers devoted primarily to pictures rather than to letterpress. It will be remarked that, including the title, the first number of "The Illustrated London News" boasted twenty wood-cuts. A comparison with such an issue as that of this week, and with the modern ordinary weekly issues, with their many illustrations, is significant. The wood-blocks, it should be noted, are now the property of the Victoria and Albert Museum, where they are being preserved for the Nation. Certain of the pictures shown are also the property of the Museum; while others have been lent for the occasion. They date from the earliest days to 1901, and in many cases are by distinguished artists who won fame in our pages and elsewhere.



# Ninety Years of Aeronautics: From Balloon to Passenger Aeroplane.

FROM THE PAINTING BY C. E. TURNER.



## FROM BALLOON TO DIRIGIBLE, AND FROM GLIDER TO AIR LINER: STAGES IN THE CONQUEST OF THE AIR.

Our illustration, it will be seen, is divided into two sections, dealing respectively with lighter-than-air and heavier-than-air machines. In the former section (at the top) are shown, from left to right, a balloon of 1842, Giffard's Steam Dirigible of 1852, Spencer's airship of 1903, a Zeppelin of 1910 (above), and (below it) the British "R 34" of 1919, the first airship to cross the Atlantic (non-stop from Edinburgh to Long Island). The lower section shows the birth and growth of the aeroplane during the present century. Taking the subjects in order from left to right, beginning at the top, we see: 1895, the Lilienthal glider; 1903,

the historic Wright biplane, in which was made the first controlled and sustained flight, on December 17 in that year, at Kitty Hawk, U.S.A.; 1905, Cody's man-lifting kite; 1909, Blériot's monoplane making the first cross-Channel flight; 1912, the tractor biplane—Avro "504 K," pioneer of the modern type aeroplane; 1912, the Short "Hydroplane"; 1917, a Handley-Page "Giant" aeroplane; 1917, "F2A" flying-boat; 1919, the Vickers Vimy aeroplane used in the first direct Transatlantic flight; 1931, the Schneider Trophy seaplane; 1931, an Imperial Airways quadruple-propeller passenger aeroplane; and 1932, the Auto-Giro.



# Ninety Years of the Aeroplane: From Pioneering to Practicability

By C. G. GREY, Editor of the "Aeroplane."

SETTING aside such legendary characters as Icarus, Dædalus, King Bladud, and others, who may or may not have tried to sail on the air, the first authentic instance of serious aerodynamic experiment is that provided by Sir George Cayley who, in or about the years 1808-1810, did definitely construct gliders and learned experimentally the virtues of the cambered wing—that is to say, the wing with the arched top and flat or less-arched lower surface. Sir George also invented a rotary engine on the plan of a revolver; but in the absence of petrol his only motive power was gunpowder, so its revolutions did not last long.

Thence we come to the 1840's, when Messrs. Henson and Stringfellow, who were chiefly connected with Chard, in Somerset, built a large model, to be seen to-day in the Science Museum at South Kensington, which embodied all the basic principles of to-day's most modern aeroplanes. That is to say, it was a scientifically braced monoplane with a commodious cabin and an engine driving twin air-screws—of the propeller type and not of tractors.

The next step came between 1890 and 1905, when Lilienthal in Germany, Ferber and others in France, Pilcher and Dunn in England, and Chanute and the Wright brothers in the United States, all did a large amount of gliding. Then came the real power-driven flying machine. Professor Langley, of the Smithsonian Institute, at Washington, produced a large monoplane of man-carrying size with a petrol-driven radial engine, almost of present-day type, designed by Mr. Manly, and endeavoured to fly it without a pilot by catapulting it off a barge on the Potomac River. Aerodynamically the machine was right, but structurally it was wrong; so it broke as it was being launched.

Almost contemporaneously, the Wright brothers, on Dec. 17, 1903, actually made a power-driven flight of a few hundred yards; also launched by a catapult.

The Wright type of biplane proved to be impractical and only acrobats could fly it; therefore, we have the curious position that the Wright brothers were the first human beings to fly, whereas Langley designed the first practicable flying machine, for his model was repaired and flown years later by Glenn Curtiss.

Real flying in Europe began at the great Reims Meeting in August, 1909, when Blériot, Henry Farman, the Voisin Brothers, Latham, and others flew for France, and Glenn Curtiss won the first contest for the Gordon Bennett Cup for America. From then till the outbreak of war in 1914, progress was steady if not very rapid. There was plenty of money in those days, but those who had it did not spend it readily on aviation. Nevertheless, in 1913 M. Prévost flew a little over 120 miles in an hour round a pylosed course; and in about July, 1914, only a few weeks before the outbreak of the Great War, Herr Rudolf Boehm flew in a German biplane for just over twenty-four hours non-stop; and Herr Suvelack flew 1000 miles in a straight line non-stop, with a passenger, from Berlin to the frontier of Turkey; and Herr Oelerich reached a height of 25,750 ft. These facts may be of interest to those who think that civil flying only began after the War. Also, during that year, looping-the-loop and upside-down flying had come to be popular spectacles.

Then came the War. All the belligerent nations spent millions of pounds recklessly on developing Air Power. Performance at any price was their only policy. Consequently, by the end of the War, we had learned quite a lot about what human beings and the engineering structure of aeroplanes would stand, but we had learned little or nothing about how to produce a truly economical aeroplane. We got our performance by sheer brute force and ignorance. Consequently, we ended the War with the idea that something like 300 h.p. was necessary to transport one man by air at 130 m.p.h., whereas 30 h.p. should suffice.

Civil Aviation began after the War with a gallant attempt to run a passenger and air-mail service between London and Paris, and a number of aeroplane firms which had made money during the War tried to produce profit-earning transport machines.

The first cabin aeroplane was built in 1919 by Mr. Frederick Koolhoven, of the British Aerial Transport Co. This carried four passengers in the cabin and a pilot outside, with a Rolls-Royce "Eagle" engine. Much about the same time A. V. Roe & Co. Ltd. produced a little machine called the Avro Baby, with a 40 h.p. Green engine, in which Mr. Bert Hinkler flew non-stop from London to Turin. Both the cabin aeroplane and the light aeroplane were before their time.

In 1922 a gliding competition was held at Itford Hill, near Seaford. Its only result was the production of some very small aeroplanes, like gliders, with motorcycle engines in them. And in 1924 the Air Ministry, at the instigation of Sir Geoffrey Salmond, who was chief of the Supply and Research Department at the Air Ministry, put up a prize for a light aeroplane competition. From this grew the light aeroplanes of to-day.

Simultaneously, the big twin-engined bombers, which were produced late in the War, developed into passenger-carriers with eight or ten passengers. Various firms tried to run air lines to Paris, and, later, four or five of these combined to form Imperial Airways, which has a monopoly of air transport subsidies and mail contracts. After the Armistice, the R.A.F. made the first flight to India and organised the air-mail route across Arabia from Egypt to Mesopotamia.

The possibilities of air transport were demonstrated by the first flight to Australia by the brothers Ross and Keith Smith, in a Vickers "Vimy" with Rolls-Royce engines, and to Cape Town by Helperus Van Rynveld and Quentin Brand in a similar machine. A few years later Alan Cobham was knighted for his flights of survey to Australia and back and to the Cape and back in a De Havilland biplane with an Armstrong Siddeley engine.

During this same period considerable progress was made in the science of aeronautical engineering. This country produced, in the engines built by Rolls-Royce, D. Napier and Sons, the Bristol Aeroplane Co., and the Armstrong Siddeley Motor Co., power plants which have proved to be the most reliable in the world for aeroplanes of the larger types. And the Cirrus Engine Co. and the De Havilland Co. produced engines for light aeroplanes which have similarly led the world in their own class. The result has been that to-day we hold the World's Records for the highest speeds in the air, as well as on land and water; the Royal Air Force



"WRIGHT'S SECRET OF FLYING REVEALED AT LAST: PHOTOGRAPH OF THE MYSTERIOUS AEROPLANE."

There was so much mystery about the Wright aeroplane that it was not until June 13, 1908, that we were able to publish this photograph (by arrangement with the "New York Herald"). On the occasion illustrated, the machine crashed. The flight was at Kill Devil Hill, North Carolina.

is recognised as being the best-equipped air service in the world; and British light aeroplanes have surpassed all others in general reliability and usefulness. The war machines recently built by the Hawker Engineering Co. and the Fairey Aviation Co. have beaten all foreign products, and the export of British aeroplanes and engines far surpasses that of any other nation.

We have keen competitors in the United States, in France, in Germany, in Holland, and in Italy, not only in the construction of aeroplanes, but in the operation of air lines. Thanks to the greater amount of support given by their respective Governments, there are American, French, Dutch, and German air lines which surpass our own in mileage flown and in speed, but none surpass us in the safety with which passengers have been carried.



# Three Generations of "The Illustrated London News."

By ALAN BOTT.

ANY narrative of illustrated journalism must begin with *The Illustrated London News*, since it is at once the Adam among picture journals, the Moses who fashioned their precepts, and the Joshua who led them into a land of plenty. The bold idea of a newsagent from Nottingham has brought through ninety years much that is useful and splendid; and though New York's lurid "tabloids," as well as the excellent picture-page of the *London Times*, have evolved from Herbert Ingram's faraway venture, journalism like history has not only its kings and captains, but also its Jack Cades.

When Ingram launched the *I.L.N.*, his venture was considered wild, dubious, and over-imaginative. Its hazards and difficulties can be better understood when it is realised that the population of Britain was little more than half, and the number of those who spoke English in the world less than one-quarter, of what they are to-day. Illiteracy was rampant, and one person in ten was a pauper during the depression and Chartist rioting of "the hungry 'forties." Yet such were the quality and originality of the early *I.L.N.* that within seven months it had a weekly circulation of 60,000 copies.

It was an utterly different England that saw this innovation arrive, with so many others. Peel was Premier, and Southey Poet-Laureate; but Wellington was still the greatest living subject of the Queen. Railways, like the telegraph, were very young; only a few lines had been built. Stage-coaches held the roads, and most of the newspapers' provincial distribution had to be by horse-carrier. Broughams, phaetons, victorias, early hansoms, coaches and six, riding hacks, and brewers' highly coloured drays entangled each other in the narrow London streets.

The roystering and heavy drinking of Regency times persisted among "high-life" Corinthians, who mixed with pugilists, bullies, and Surtees characters of the sort that made the dancing resorts of Vauxhall Gardens and Cremorne difficult to endure. Both Dickens and Thackeray were protesting against the indecency of public hangings.

A sober family life, however, was making headway under the example of the Queen and Prince Albert, who had weeded from the Court many whose conduct was less irreproachable than their birth. The middle classes were the first to uphold the sedate order under the new reign; and it was they who provided most of the great creative activity that existed amid this world of contrast and of transition into the industrial revolution.

Herbert Ingram, who was to take his place among the innovators, aimed in particular at collecting readers from the nation's serious family elements. He was born at Boston in Lincolnshire, of an old but impoverished family, the wills of which trace back to James I., always associated with Swineshead Abbey, and always with a Herbert Ingram as eldest son. He was apprenticed to a local printer; and his story, in one sense, is the traditional one of the Victorian apprentice who rises through rectitude and hard work, although in his case the quality of imaginative vision was also important. The plan for an illustrated paper came into his mind when he was partner, with his brother-in-law, in a printing and newsagent's business at Nottingham. Their firm was prosperous, as well it might be when its senior partner walked four miles out and home each Saturday to deliver a single newspaper to one insistent customer!

But Ingram's idea, taking enlarged shape through the years, seems to have become an obsession that would not let him be satisfied without its realisation. It received stimulus when, in 1837, the *Weekly Chronicle*—one of the few journals that grudgingly used occasional pictures—published some illustrations of the Greenacre murder in Camberwell. Ingram, in his Nottingham shop, sold large quantities of this issue. His own first experimental adventure in illustrated news-printing was a broadsheet called "The Life, Death, and Horrible Crimes of Thomas Greenacre, the Camberwell Murderer." This experiment probably provoked the inaccuracy that his intention, when he moved to London four years later, was to found a paper specialising in the pictorial representation of crime. The legend, which found its way into the *Dictionary of National Biography*, was directly denied not only by his widow, with whom he had discussed every aspect of the journal before it was launched, but also by Sir John Gilbert, R.A., his chief illustrator during the early years. While Herbert Ingram was in control, only one illustration of a murderer appeared, and this with elaborate apologies.

Henry Vizetelly (later to become the *I.L.N.*'s artist-correspondent with the Army of Garibaldi and in the American Civil War) introduced Ingram



THE FIRST GENERATION: MR. HERBERT INGRAM, M.P., FOUNDER OF "THE ILLUSTRATED LONDON NEWS," THE FIRST ILLUSTRATED NEWSPAPER IN THE WORLD.

Mr. Herbert Ingram, who was born at Boston, Lincolnshire, on May 27, 1811, founded "The Illustrated London News," the date of whose first issue is May 14, 1842.



THE SECOND GENERATION: THE LATE SIR WILLIAM INGRAM, BT. (LEFT), AND THE LATE MR. CHARLES L. N. INGRAM.

Sir William Ingram, second son of the founder of "The Illustrated London News," was chief Director of "The Illustrated London News" for many years. Like his father, he was M.P. for Boston. He was created a Baronet in 1893. He died on December 18, 1924. Mr. Charles L. N. Ingram, third son of the founder, was for many years associated with his brother as co-manager in the direction of "The Illustrated London News" and "The Sketch," and, on Sir William's retirement, he became Managing Director of "The Illustrated London News" and "Sketch," Ltd. He died on May 7, 1931.



THE THIRD GENERATION: CAPTAIN BRUCE S. INGRAM, O.B.E., M.C., THE PRESENT EDITOR OF "THE ILLUSTRATED LONDON NEWS," GRANDSON OF THE FOUNDER OF "THE ILLUSTRATED LONDON NEWS."

Captain Bruce S. Ingram, who is the second son of the late Sir William Ingram, has been Editor of "The Illustrated London News" since 1900. He was born in 1877, and was educated at Winchester and at Trinity, Oxford. He served in the Great War, 1915-18, when he was awarded the O.B.E. (Mil.) and the M.C., and was thrice mentioned in dispatches.

THREE GENERATIONS OF UNINTERRUPTED DIRECTION OF "THE ILLUSTRATED LONDON NEWS."

to the first editor, F. W. N. Bayley—"attired in a seedy dress-suit, but well brushed up and with his snake-like ringlets glistening like Rowlands' Incomparable Macassar Oil." Printing and engraving arrangements were made well in advance at Ingram's works in Crane Court, Fleet Street; but it was decided to hold up the first number for a great fancy-dress ball at Buckingham Palace, which London was awaiting as something more resplendent even than the annual affairs at the terribly exclusive Almack's.

Ingram called at John Gilbert's house in Blackheath, to persuade him to fill two pages with wood engravings of the event. "I was impressed," wrote Gilbert later, "by Mr. Herbert Ingram's appearance—in both eyes and mouth a considerable resemblance to the first Napoleon was suggested. He . . . declared his intention of starting a weekly illustrated newspaper. I declared emphatically my disbelief in the practicability of his scheme, and he set forth his plan in detail, laying considerable stress upon the need for my assistance. . . . I was then twenty-five years of age, and from that date . . . I worked very hard upon the paper for many years, perhaps most industriously in depicting the stirring scenes of the Crimean War."

Victoria and Albert's Bal Masqué duly happened at Buckingham Palace (the guests danced waltzes, quadrilles, Caledonians, and mazurkas, but not the polka, which was still considered rather daring). Gilbert depicted it from accounts in the *Morning Post*, and skilled craftsmen worked all night at wood-blocks from his and other artists' drawings.

The first issue appeared on May 14, 1842.

Its novelty at once hit London's attention. Hundreds of City men, walking home on the afternoon of publication, were seen turning the paper's pages and eagerly examining the illustrations. Besides Gilbert's engraving of "Her Majesty as Queen Philippa" and "The Prince Consort as Edward III." at the ball, there were a vivid impression of "Conflagration of the City of Hamburg," a page on "Going to the Derby, First Class, Second Class and Third Class" in the very modern railway, and some twenty further pictures. The paper's own Address included the following, written in the charmingly ornate idiom of the period—

"In presenting the first number of the *I.L.N.* to the British Public, we would fain make a graceful entrée into the wide and grand arena, which will henceforth contain so many actors for your benefit, and so many spectators of our career. In plain language, we do not produce this illustrated newspaper without some vanity, much assumption, and a fond belief that we shall be pardoned the presumption of the first quality by realising the aspirations of the last. . . .

"We are launching the giant vessel of Illustration into a channel, the broadest and the widest that it has ever dared to stem. We bound at once

over the billows of new ocean—we sail into the very heart and focus of public life—we take the world of newspapers by storm and flaunt a banner on which the words 'Illustrated London News' become symbols of a fresher purpose and a more enlarged design than was ever measured in that hemisphere until now. . . .

"Here we make our bow, determined to pursue our great experiment with boldness; to associate its principles with a purity of thought that may secure and hold fast for our journal the fearless patronage of families, to seek in all things to uphold the great cause of public morality, to keep continually before the eyes of the world a living and moving panorama of all its actions and influences."

Twenty thousand copies of the issue were sold; success seemed assured. This, however, was but the beginning of exploration for entirely new territory in journalism and topical engraving. An editorial routine was organised under a system whereby the staff read the morning papers, cut out paragraphs that described appropriate subjects, and sent them with boxwood blocks to the draughtsmen, of whom Gilbert stood head and shoulders above the rest. Gilbert, receiving a parcel in his house, would tell the messenger to walk round Blackheath for an hour or two, and on his return the illustrations were ready to take back to Fleet Street.

Skilled engravers were collected from all over England. The printing and production had to be improved; but here Ingram was on ground which he knew as well as anybody in the country. He had already induced Jabez Hogg to try what were to be fruitless methods for transferring daguerreotype photographs on to a prepared surface of wood for reproduction—an endeavour which anticipated the half-tone process by fifty years. He was always

(Continued on page 722.)



## ROYAL OCCASIONS DURING THE NINETY YEARS.



QUEEN VICTORIA OPENS PARLIAMENT: "ANIMATION AND ENTHUSIASM WHEN THE ROYAL CORTÈGE PASSED" AMONG A "NUMEROUS ASSEMBLAGE."

"In the State carriage (we reported) were, with the Queen and the Prince Consort, her Grace the Duchess of Sutherland (Mistress of the Robes), and his Grace the Duke of Wellington (Master of the Horse)." And of the escort: "The magnificent appearance and martial bearing of this fine body of soldiers evidently sent a thrill of pride through the bosoms of all who beheld them." (From our issue of February 2, 1856.)



QUEEN VICTORIA'S DIAMOND JUBILEE: HER MAJESTY BEING RECEIVED AT ST. PAUL'S "WITH PRAYER AND BENEDICTION" BY THE CLERGY.

"At St. Paul's the Archbishop of Canterbury and the Bishop of London, with a large body of ecclesiastical dignitaries, splendidly vested, received her Majesty with prayer and benediction as she sat in her carriage, surrounded by such a throng of spectators as never before gathered within the shadow (though there was not much of that) of Wren's glorious dome." (From our "Record of the Glorious Reign of Queen Victoria," 1901.)

KING EDWARD AND QUEEN ALEXANDRA AT THE TIME OF THEIR WEDDING.

Having described the Royal Wedding, in Saint George's Chapel, Windsor, we continued: "At four o'clock the Prince and Princess of Wales took their departure from the Castle and proceeded to the terminus of the Great Western Railway, on their way to Osborne, her Majesty's marine residence in the Isle of Wight." (From our issue of March 14, 1863.)



PRINCESS (AFTERWARDS QUEEN) ALEXANDRA RECEIVES A "FLORAL TRIBUTE": GIRLS STREWING PRIMROSES AND VIOLETS "IN THE PATH OF THE ILLUSTRIOUS PAIR."

"The Prince of Wales, with Princess Alexandra leaning on his arm, stepped on the landing-stage. Mrs. Sams, wife of the Mayor of Gravesend, presented a bouquet, mounted in a golden holder, in the form of a cornucopia, to her Royal Highness. . . . Sixty young ladies, selected as the offerers of the floral tribute, began to strew their primroses and violets in the path of the illustrious pair." (From our issue of March 21, 1863.)



KING EDWARD OPENS HIS FIRST PARLIAMENT IN PERSON, REVIVING TRADITIONAL "POMF AND DIGNITY": HIS MAJESTY AND QUEEN ALEXANDRA AT THE HOUSE OF LORDS.

This illustration of King Edward, with Queen Alexandra, opening his first Parliament, on February 14, 1901, appeared in our special number of that year, including "The Glorious Reign of Queen Victoria," and "The Life and Accession of King Edward VII." The biographical chapter mentioned "his resolution to open the Session of Parliament in person with all the pomp and dignity which was wont to mark this historic event up to the commencement of Queen Victoria's widowhood."



KING GEORGE AT THE DELHI DURBAR: HERALDS ASKING LEAVE TO ANNOUNCE HIS CORONATION.

Delhi Herald was commanded to read the Proclamation announcing his Imperial Majesty's Coronation in Westminster Abbey. The Assistant Herald repeated it in Urdu. Queen Victoria was proclaimed Empress of India at Delhi on January 1, 1877. (From our issue of January 6, 1912.)



## The British Navy in Battle



THE CRIMEAN WAR (1854-1856): THE BURNING OF KERTCH—SKETCHED FROM THE DECK OF THE TRANSPORT "TRENT."

"Long columns of grey smoke were visible rising from the corn-stores. Explosions now and then shook the air from distant parts of the town. In every direction men could be seen hurrying away with bundles under their arms. . . . This kind of work is called 'looting,' from our Indian reminiscences." (From our issue of July 7, 1855.)



THE SUDAN CAMPAIGN (1884): THE BATTLE OF TAMASI ON MARCH 13—BRITISH TROOPS AND BLUEJACKETS RECAPTURE THE NAVAL BRIGADE GUNS FROM THE DERVISHES.

"It (the drawing) represents the gallant recapture of the Gatling and Gardner guns of the Naval Brigade, which had been abandoned, for a few minutes, in the falling back of the 2nd Brigade when the Arabs had broken into the square. The Marines were thrown forward . . . while the Highlanders and the 65th advanced resolutely step by step. The Bluejackets charged splendidly, retaking their guns in less than ten minutes." (From our issue of April 12, 1884.)



THE BOER WAR (1899-1902): ONE OF THE FAMOUS NAVAL GUNS (MOUNTED ON CAPT. PERCY SCOTT'S CARRIAGE) IN ACTION AT COLENZO.

"Sir George White had asked the Admiral for heavier guns than his own field-pieces. Captain Percy Scott, of the *Terrible*, then at Simon's Town, prepared for land use, upon carriages of his own contrivance, four long 12-pounders and two 4.7-in. guns, which reached Ladysmith with 280 bluejackets." Similar guns were used at Colenso. (From our issue of January 27, 1900.)



THE EGYPTIAN WAR (1882): THE BOMBARDMENT OF ALEXANDRIA—(FROM LEFT TO RIGHT) H.M.S. "ALEXANDRA," "SULTAN," AND "SUPERB" IN ACTION.

"The attempts to bring about a peaceable settlement of the Egyptian difficulty were interrupted by a terrible conflict between the forts and batteries at Alexandria, under command of Arabi Pasha, and the British naval squadron commanded by Admiral Sir Beauchamp Seymour, occasioned by the Egyptians' conduct in persisting, against repeated prohibitions, to continue their defensive and offensive warlike preparations." (From our issue of July 22, 1882.)



THE GORDON RELIEF EXPEDITION (1885): LORD CHARLES BERESFORD ON THE NILE GOING TO RESCUE SIR C. WILSON.

"On January 28 (two days after Gordon's death) Sir Charles Wilson, with two steamboats, approached within sight of Khartoum. . . . Two days later, after the wreck of their second vessel, they landed on the island of Meruat, from which they were relieved by Lord Charles Beresford's steamer with the Naval Brigade." (From our issue of March 21, 1885.)



THE GREAT WAR (1914-1919): AN EARLY PHASE OF THE BATTLE OF JUTLAND—THE BRITISH BATTLE-CRUISERS IN ACTION.

"The van of the British battle-cruiser squadron, under Admiral Beatty, is shown coming into action with the leaders of the Dreadnoughts of the German High Seas Fleet, seen to the left, but only partially visible owing to the mist. 'Both sides,' writes the sender of the sketch, 'were making good shooting.'" (From our issue of June 17, 1916.)



THE GREAT WAR (1914-1919): THE FIRST STAGE OF THE FALKLANDS BATTLE—(LEFT TO RIGHT) H.M.S. "GLASGOW," "KENT," "INVINCIBLE," AND "INFLEXIBLE" ENGAGING THE "SCHARNHORST" AND "GNEISENAU," WITH THE "NÜRNBERG," "LEIPZIG," AND "DRESDEN" IN FLIGHT (EXTREME RIGHT).

"After the British ships had sunk all but one of the German squadron in the sea-fight off the Falklands on December 8, 1914, they made every effort to save survivors. The drawing shows the 'Kent' and 'Glasgow' altering their course to pursue the German light cruisers. The 'Scharnhorst' and 'Gneisenau' fell to the British battle-cruisers 'Invincible' and 'Inflexible'; the 'Leipzig' was engaged by the 'Glasgow,' which had already given the German her death-blow when the 'Cornwall' joined in, completing her destruction. The 'Nürnberg' was chased and sunk by H.M.S. 'Kent'—this being entirely a single-ship action. The 'Kent' was hit 36 times. The 'Dresden' escaped." (From our issue of January 23, 1915.)

On this page, obviously, we do not pretend to give a complete survey of the Navy's battles since 1842. The illustrations represent typical actions selected from our pages.



## The British Navy in the Making.

H.M.S. "ALBION": A WAR-SHIP DRESSED FOR ROYAL INSPECTION AT A REVIEW AT SPITHEAD IN 1845.

H.M.S. "TRIDENT": THE FIRST BRITISH STEAM IRON WAR-SHIP, A PADDLE-STEAMER LAUNCHED IN 1845; CARRYING TWO LONG SWIVEL GUNS OF 10-INCH BORE AND FOUR 32-POUNDER BROADSIDE GUNS.

H.M.S. "AGAMEMNON": ONE OF THE FINEST BRITISH SHIPS AT THE OUTBREAK OF THE CRIMEAN WAR.

H.M.S. "PENELOPE": CONVERTED INTO A STEAM FRIGATE IN 1843; "A WAR STEAMER OF UNEQUALLED MAGNITUDE."

H.M.S. "GLATTON": THE TYPE OF ARMOUR-PLATED BATTERIES OF THE TIME OF THE CRIMEAN WAR.

H.M.S. "WARRIOR": AN IRON-CLAD STEAM FRIGATE OF 1861; WITH THE FIRST BREECH-LOADING GUNS.

H.M.S. "MINOTAUR": AN IRON-CLAD LAUNCHED IN 1865; ALMOST THE LAST WAR-SHIP CARRYING SAIL AND A RAM.

H.M.S. "CAPTAIN": A TWIN-SCREW TURRETED SHIP; LAUNCHED IN 1869 AND LOST IN A SQUALL IN 1870.

H.M.S. "MONARCH": A FULL-RIGGED, DOUBLE-TURRETED SHIP, LAUNCHED IN 1869; WITH A RAISED POOP.

H.M.S. "DEVASTATION": WHEN LAUNCHED IN 1869, THE MOST POWERFUL WAR-SHIP IN THE WORLD AND THE FIRST TO RELY ENTIRELY ON STEAM PROPULSION.

H.M.S. "DREADNOUGHT": AN ALL-BIG-GUN BATTLE-SHIP, DESIGNED IN 1905; SWIFT, STEEL-ARMoured, AND WITH TURBINE ENGINES—THE BEGINNING OF THE MODERN NAVY.

These pictures from past issues of "The Illustrated London News" give an idea of the development of the British Navy in the course of the last ninety years. A few supplementary details about some of the vessels shown may be added here. The "Trident," the first British steam iron war-ship, had an iron skin three-quarters of an inch thick at the keel and half an inch at the gunwale. The barque-rigged "Penelope," when cut in half, lengthened, and converted into a steam frigate, attracted the greatest attention from the Admiralties of the world. Paddle-driven frigates were thereafter generally introduced. The "Warrior" was iron built throughout, and one of the most beautiful ships this country

ever possessed. The "Captain" was a low-freeboard sea-going turret ship, on which great hopes were set. She proved lacking in stability, and sank with great loss of life. The "Devastation," besides being the first war-ship in the British Navy without masts or sails, demonstrated the most perfect form then understood of the turret ship as applied to a sea-going war-ship of large capacity. She was the reply to the American monitors, and was considered almost impregnable. From the "Dreadnought" the most modern battle-ships have developed directly. For many of these details we are indebted to Mr. R. A. Fletcher's books, "Warships and their Story" and "Steamships and their Story."



## THE BRITISH ARMY IN BATTLE—FROM



SIKH WAR (1845-1849): GENERAL SALE WOUNDED AT THE BATTLE OF MOOKER.

"In the evening of the 18th (December 1845) the Governor-General, with the British Army, had reached Moodie, and encamped when the Sikhs, 30,000 strong, attacked. A short but severe conflict ensued; the Sikhs retired, leaving their camp to the British. Sir Robert Sale was wounded, and died subsequently." (From our issue of February 28, 1846.)



SECOND AFGHAN WAR (1879-1880): GENERAL ROBERT'S LEADING COLUMN ASSAULTING THE BARRICADE AT SPINGANI KOTUL.

"There were several lines of barricades in a pine forest. The first line was carried by Gorkhas and Highlanders, led by Major Fitzhugh and Captain Cook, who are seen, distinguished by their sun-helmets, already on the farther side." (From our issue of February 1, 1879.)



MATABELE WAR (1893): AN ATTACK ON A LAAGER OF THE CHARTERED COMPANY'S FORCES.

"Military operations in South Africa usually adopt the Boer custom of forming a 'laager'. . . . The Matabele warriors, 7000 in number, attacked a laager of the Chartered Company's forces, on the Tloobentse River, on November 1, when they were repulsed, losing 1000 men." (From our issue of December 9, 1903.)

British," writes the latter, "are by nature better at actual fighting than at maintaining armies, and 'matters military' have never been given very much attention in times of peace. As a result we have placed such troops as we possessed in a good many 'tight places,' but in the end our national adaptability has invariably brought us to an honourable conclusion. British Governments, too, seem to have an instinctive dislike of the good old principle of 'concentration of force at the decisive point,' and as a result there has always been a great deal of dispersion of effort, with its natural consequence—a prolongation of war. . . . It is a fact well known to the impartial historian that very few, if any, of our British wars have been in any sense wars of aggression; deliberate planning and preparation in time of peace with the

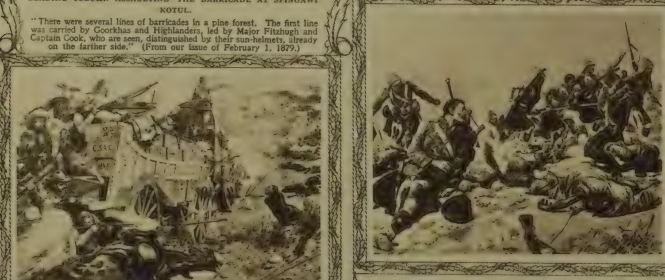
PERSIAN WAR (1856-1857): THE CHARGE OF THE 3RD BOMBAY CAVALRY AT KOSHIAH.

"They tore down upon the sear of the devoted square. . . . The barrier once broken, and the entrance once made, in and through it poured the avenging troops. Out of 600 Persian soldiers only twenty escaped." (From our issue of April 25, 1857.)



ZULU WAR (1879): ISANDHLEWANA RE-VISITED—FETCHING AWAY THE WAGGONS FOUR MONTHS AFTER THE DISASTER.

"The engraving shows the hideous traces and relics of past slaughter on the disastrous battle-field of Isandhlewana, with the abandoned waggon and wreck of the camp, as found on May 21 (1879) four months after the terrible event." (From our issue of July 12, 1879.)



TIRAH CAMPAIGN (1897-8): GORDON'S STORMING DARGAI RIDGE—PIPER FINDLATER PLAYS ON THOUGH WOUNDED.

"During the attack on the Dargai Heights, October 20, 1897, Piper George Findlater, shot through both feet, sat up under a heavy fire, playing the regimental march to encourage the Gordon Highlanders. He received the V.C. (From our issue of April 2, 1898.)



SUDAN CAMPAIGN (1898): THE 1ST LANCESHIRE LANCERS AT THE BATTLE OF THE LANCERS.

"Sir Herbert Kitchener ordered a general attack on the enemy's retreat to Omdurman, a fugitives army into the desert. In this 19 belonged to the 1st Lancs, were thousands of the enemy were slain."

CRIMEAN WAR (1854-1856): BRIGADE AT

"In the face of an army of our gallant Light Brigade certain death, determined to die moment of the fearful rifle-guns were cut down." (From our issue of Dec. 23, 1854.)



EGYPTIAN CAMPAIGN (1882-3): THE 1ST BENGAL LANCERS

"The Indian Contingent's Division swept round the northern charging of the enemy's troops at the Egyptian Campaign, 1882-3. The enemy, however, lived on." (From our issue of Oct. 14, 1882.)

## THE SIKH WAR TO THE GREAT WAR.



THE CHARGE OF THE LIGHT BRIGADE.

"In the face of an army of our gallant Light Brigade certain death, determined to die moment of the fearful rifle-guns were cut down." (From our issue of Dec. 23, 1854.)



THE BATTLE OF TEL-EL-KEBIR

"The Indian Contingent's Division swept round the northern charging of the enemy's troops at the Egyptian Campaign, 1882-3. The enemy, however, lived on." (From our issue of Oct. 14, 1882.)



INDIAN MUTINY (1857-8): THE STORMING OF DELHI—THE FIGHT AT THE CASHMERE GATE.

"This spirited engraving represents the exciting scenes of the storming of Delhi. The ruins of the young hero, Saleh, of the Engineers, who fired and fired the charge which blew in the gate, will be ever memorable." (From our issue of November 26, 1857.)



THE FIRST BOER WAR (1880-1881): AN INCIDENT IN THE BATTLE OF MAJUBA HILL.

"The officer to the left, with the glass in his hand, is the late Sir G. P. Colley, who, to facilitate his ascent of the hill, took off his boots, and during the engagement, wore only socks and slippers." (From our issue of May 14, 1881.)



HISTORIC CHARGE OF THE 21ST OMDURMAN ON SEPTEMBER 2, 1898.

"Advance and while the cavalry cut of retreat was commenced, driving the battle 23 of our countrymen, of whom killed. It is believed that eight, or ten (From our issue of September 24, 1898.)



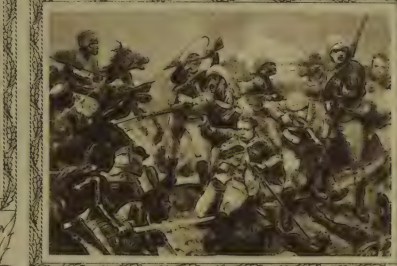
THE SOUTH AFRICAN WAR (1899-1902): CRONJE SURRENDERS TO LORD ROBERTS AT PAARDEBURG.

"Cronje found discretion the better part of valor, and surrendered; and Lord Roberts was able on Majuba Day to receive Cronje in his camp at breakfast-time, and to offer him all due courtesy." (From our issue of March 21, 1900.)



ABYSSINIAN EXPEDITION (1867-8): THE STORMING OF MAGDALA ON EASTER MONDAY, APRIL 13, 1868.

"The conflict of Good Friday at Amara was the only real fight; the actual storming of Magdala, on the Monday, was comparatively an easy task. There was, in fact, no garrison left to defend the fortress, except two or three score men, a dozen of whom were killed just inside the gate." (From our issue of June 6, 1868.)



SUDAN CAMPAIGN (1898): THE BATTLE OF ABOU KLEA—REFUSE OF THE ARAB CHARGE.

"Our large engraving of the Battle of Abou Klea (in 1898), showing the manner in which the Arab charge was repulsed, is a forcible delineation of a notable fighting scene. The enemy are believed to have numbered about ten thousand, while Sir Herbert Stewart's force did not much exceed fourteen hundred." (From our issue of February 25, 1898.)



THE GREAT WAR (1914-1918): BRITISH TROOPS ENTERING MUNS ON ARMISTICE DAY, 1918.

"This painting will form a historic souvenir of a historic event—the entry of British troops into the outskirts of Mons on the Day of the Armistice, November 11, 1918, amid the joyful welcomes of the inhabitants. Mutual greetings took the form of such familiar phrases as 'Cover fire!' 'Bonne Mayo!' (From our issue of November 23, 1918.)

object of making war is, in fact, entirely absent from our history. . . . Another characteristic of the nation seems to have been that, although it has entered every war unprepared, it has, on its conclusion, immediately proceeded to reduce the Army below its pre-war standard. We have, in fact, treated every war as if it were the last. And in every case, as history demonstrates, we have been wrong. Unfortunately, too, every great war has its aftermath, and a much reduced army is liable, as it was a hundred years ago, to be hurled about the world in conditions of great discomfort, to deal with all sorts and kinds of emergencies which persist in raising their unwanted heads above the waters of everlasting peace. Among the characteristics of the British soldier, as conspicuous now as centuries ago, is the excellence of his musketry and his steadiness under fire. . . . The high standard of honour and valour of the British officer has been conspicuous from the earliest times, and for at least a century and a half, if not longer, his care and solicitude for his men has been something quite different from what is seen in other armies. These characteristics have undoubtedly won us many victories and saved us from many defeats."



## Ninety Years of Politics and Statesmen: From Peel to the National Government.

By Michael MacDonagh, Author of "The Pageant of Parliament."

IN 1842 Sir Robert Peel was leader of the Tory Party and Prime Minister. The question of the day was the duties on imported corn. The purpose of the agitation for their repeal, led by Richard Cobden and John Bright, was said by opponents to be to keep wages of factory workers low by making food cheap at the expense of agriculture. But Peel was converted by a very able speech made by Cobden in the House of Commons. The Prime Minister took notes for his reply. Before Cobden had finished, Peel was seen to tear up his notes. He turned to a colleague on the Treasury Bench and said: "Those may answer him who can; I cannot." In 1846 Peel opened the ports, thus bringing Protection to an end. His action shattered the old Tory Party. He was the last of the Tory leaders.

The great political hero of the middle decades of the nineteenth century was Lord Palmerston. "Old Pam," as he was called, was seventy when appointed Prime Minister in 1855. His renown rests on his interference—sometimes uncalled for—in foreign affairs. He sent the British Fleet to blockade Greece for its refusal to settle the claim of a British subject—a Gibraltar Jew by the name of Don Pacifico. This was resented by France, and almost led to war. In defence of his policy Palmerston made a tremendous speech which lasted over four hours. In a celebrated passage he said: "As the Roman in days of old held himself free from indignity when he could say *Civis Romanus sum*, so also a British subject, on whatever land he may be, shall feel confident that the watchful eye and the strong arm of England will protect him against injustice and wrong."

The Government formed by the fourteenth Earl of Derby in 1858, in which Benjamin Disraeli was Leader of the House of Commons, was the first "Conservative" as distinct from "Tory" Ministry. It passed a reform measure establishing household franchise in towns, which led, at the subsequent General Election of 1868, to the return of Gladstone to power for the first time. Just as Lord Derby had changed over from Tory to Conservative, so Gladstone substituted the new "Liberal" for the old "Whig." Palmerston was the last of the Whigs. This Government disestablished the Anglican Church in Ireland in 1869; and in 1870 it created the national system of primary education.

Disraeli, who led the Conservative Party to victory at the General Election of 1874, consolidated British power in the East by his bold stroke of purchasing the shares of the Suez Canal (on hearing that they were about to be put on the market) without waiting for the approval of Parliament. Gladstone, back in office, split his party, and suffered defeat in 1886, by proposing Home Rule for Ireland. Then came the first Unionist Government, with Lord Salisbury as Prime Minister. In 1888, it set up county councils for the administration of county affairs. Under this Act, the London County Council was created. It first met in February 1889, under the chairmanship of Lord Rosebery.

The Liberals were returned at the General Election of 1893, and Gladstone, Prime Minister for the last time, carried his second Home Rule Bill through the Commons. It was rejected by the Lords. Gladstone retired from public life soon after, in March 1894. He was succeeded by Lord Rosebery, whose tenure of the Premiership was brief.

Lord Salisbury's second Unionist Administration was joined by Joseph Chamberlain, as Secretary of State for the Colonies. In 1900, Lord Salisbury retired, and was succeeded as Prime Minister by his nephew, Arthur J. Balfour. The fiscal reform agitation started by Joseph Chamberlain in the early years of the century split the Unionist Party, and caused their defeat at the General Election of 1906. Only 157 Unionists were returned. The Liberals, who had formed a comparatively small and disunited group in the late Parliament, came back 397 strong under Sir H. Campbell-Bannerman. Hitherto, "Prime Minister" had been not an office, but merely a title to distinguish the head of the Government, and it was unknown in the official table of precedence. King Edward regulated the position by Royal Warrant, and Campbell-Bannerman

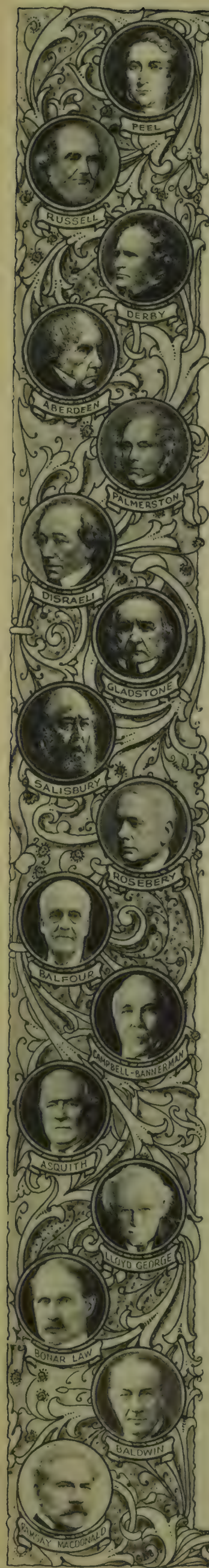
will be remembered as the first Prime Minister who was accorded a place of precedence. It is the fifth in the table after the Royal Family—Ambassadors, Archbishop of Canterbury, Lord Chancellor, Archbishop of York, Prime Minister.

The country was aroused to an almost unparalleled pitch of party excitement for and against the measures of the Liberal Government under Mr. Asquith, who succeeded Campbell-Bannerman in 1907. There was the rejection by the Lords of the famous 1909-10 Budget of Mr. Lloyd George, Chancellor of the Exchequer, on the ground that it was confiscatory of property in land. There was the consequent passing of the Parliament Act, by which the Lords have been deprived of all power over Money Bills: should they reject such a Bill, it can be carried over their heads to the King for the Royal Assent. Meanwhile the Liberals passed some measures of social reform—old-age pensions, health insurance, and insurance against unemployment.

The Party conflict raged again over the Home Rule Bill by which the Liberals desired to give effect to a Gladstonian legacy. The Great War suddenly came and stopped all Party dissensions. Asquith, Prime Minister, and Sir Edward Grey, Secretary of State for Foreign Affairs, led the country unitedly into that terrible ordeal, and its conduct—in the political sphere—was, in its latter half, dominated by Lloyd George as Prime Minister. In 1918 the franchise was extended to women of thirty, and they were made eligible for election to Parliament. In December 1919, Lady Astor took her seat in the House of Commons as the first woman Member. The Irish Free State was created by Treaty in December 1921. The appointment of Mr. Stanley Baldwin as Prime Minister in 1923 (in succession to Bonar Law, who held the office for a brief period) was distinguished by a decision by King George V. which was of constitutional importance. The choice lay between Lord Curzon of Kedleston, Secretary of State for Foreign Affairs, and Mr. Baldwin, Chancellor of the Exchequer. The claim of Lord Curzon was the stronger by reason of long and distinguished public service, but, learning that it was the opinion of the Conservative Party that the Prime Minister should be in the House of Commons, the King sent for Mr. Baldwin to form a Ministry. It was a sore disappointment to Lord Curzon. "The cup of honourable ambition has been dashed from my lips," he said. Presumably this will form a precedent, and, in a country so ruled by precedent, it means that henceforth the Prime Minister will always be in the House of Commons. The Baldwin Administration made the conditions of the female and male franchise equal, which meant the establishment virtually of universal franchise.

In 1924 came the first appointment of a Labour Premier, in the person of Mr. Ramsay MacDonald. During a second term of office, in 1931, he formed a National Government to deal with the financial and economic ills from which the whole world was suffering—due to the confusions still persisting, and then very acute, arising out of the Great War—and, appealing to the country for a "doctor's mandate," was returned with an overwhelming majority. The chief measure of the Government was the revival of Protection. Proposed by Mr. Neville Chamberlain, as Chancellor of the Exchequer, it brought to pass his father's fiscal reform movement.

So, at the end of our period, we have come back to the very question which agitated the country at the beginning of it. The ports opened by Sir Robert Peel were closed. This historic event had features which make it memorable in Parliamentary annals. The Party system was so profoundly disturbed that probably it will never be the same again. For the first time Ministers agreed to differ on a Cabinet measure of first-class importance. The Import Duties Bill was opposed in the Commons by Sir Herbert Samuel, Home Secretary, and in the Lords by Viscount Snowden, Lord Privy Seal. Four Ministers in the Commons and two Ministers in the Lords voted against it. This is the one outstanding instance of a Parliament repealing a capital enactment of another Parliament.





# SAILORS AND "HARUMFRODITES" OF YESTERYEAR.



1. "NAVAL INSTRUCTION ON BOARD H.M.S. 'BRITANNIA,' PORTSMOUTH: LEARNING TO BOX THE COMPASS; AND SINGLESTICK AND MUSKET PRACTICE," IN 1859.



4. "MAN-OF-WAR'S MEN" AT THE TIME OF THE CRIMEAN WAR: "FINE SPECIMENS OF THE MEN" DRAWN FROM LIFE BY GEORGE THOMAS.

The following facts refer to our pictures: 1. "In one place half a dozen young fellows are being instructed by a grey-headed sailor in the mysteries of the compass. The points are painted on a large board, with a hole in the centre, into which the student is put." (From our issue of September 10, 1859.)—2. The "St. Jean d'Acre" was a Ship of the



2. "FITTING FOR SERVICE" AT THE TIME OF THE CRIMEAN WAR: "GUNNERY PRACTICE—FIRING—ON BOARD 'THE ST. JEAN D'ACRE,' OF THE FIRST DIVISION OF THE BALTIC FLEET.



3. DURING THE BOMBARDMENT OF ALEXANDRIA: "THE MAIN BATTERY OF H.M.S. 'ALEXANDRA' (PORT SIDE) DURING THE ACTION." (OVEREND AFTER MELTON PRIOR.)



5. ROYAL MARINES AT THE TIME OF THE CRIMEAN WAR: "COLOUR-SERGEANT, R.M.A.; PTE., ROYAL MARINES; DRUMMER, ROYAL MARINES."

Line (screws) and carried 101 guns. Her complement was 900. (From our issue of March 18, 1854.)—3. Melton Prior, was in the "Alexandra" during the bombardment of the forts at Alexandria. He sent us many sketches. (From our issue of July 29, 1882.)—4 and 5, are from our issue of March 18, 1854.



## SOLDIERS OF YESTERYEAR: REGULARS AND VOLUNTEERS.



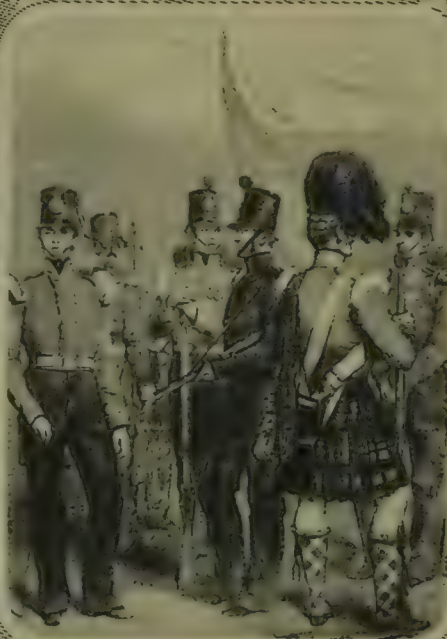
1. CAVALRY FOR THE CRIMEAN WAR: OFFICERS OF THE 1ST ROYAL DRAGOONS, 13TH LIGHT DRAGOONS, 6TH INNISKILLING DRAGOONS, AND 11TH HUSSARS. (LEFT TO RIGHT.)



2. THE ROYAL REGIMENT OF ARTILLERY IN 1854: "PRIVATE; PRIVATE; GUNNER AND DRIVER, FIELD BATTERY; OFFICER, UNDRRESS; OFFICER, FULL DRESS; GUNNER AND DRIVER, FIELD BATTERY; AND OFFICER, FIELD BATTERY."



3. BRITISH INFANTRY FOR THE CRIMEAN WAR: "GUARDS" OF 1854.



4. BRITISH INFANTRY FOR THE CRIMEAN WAR: A RECRUITING SERGEANT AND PRIVATES.



5. BRITISH CAVALRY FOR THE CRIMEAN WAR: SERGEANTS AND TROOPERS.



6. "RIFLE VOLUNTEERS ON DRILL, AT PORTSMOUTH": TROOPS ACQUIRING "THAT KNOWLEDGE OF DRILL WHICH CONSTITUTES THE BASIS OF MARTIAL SCIENCE."

The following notes concern our illustrations.—1, 3, 4, 5: "Great Britain declared war on Russia on March 28, 1854."—2. We noted: "The British Regiment of Royal Artillery . . . does not equal our Continental neighbours in number; but, as regards efficiency and discipline, it is unrivalled."—3. Left to right: "Private, 1st Grenadiers, Marching Order; Private, Coldstream Guards, Night Sentinel; Colour Sergeant, Coldstream



7. "UNIFORM FOR VOLUNTEER RIFLE CORPS RECOMMENDED FOR GENERAL ADOPTION."

Guards; Drummer, Royal Scots Fusiliers; Private, Royal Scots Fusiliers, Barrack Guard Order."—4. From left to right: "Recruiting Sergeant, 33rd Duke of Wellington's Regiment; Private 3rd Buffs, Marching Order; Private, 3rd Buffs, Undress; Private, 9th Regiment, Marching Order; Private, Rifle Brigade; Private, 93rd Highlanders; Private, 55th Regiment."—1 to 6 are from our 1854 issues; 7 is from our issue of January 21, 1860.



# Uncommon Occasions—"Shows" of Yesteryear.



QUEEN VICTORIA FIRING THE FIRST SHOT: "THE GREAT RIFLE-SHOOTING MATCH ON WIMBLEDON COMMON," THE FIRST TRIAL OF SKILL AMONG MEMBERS OF THE N.R.A. "A piece of scarlet cord attached to the trigger was handed to the Queen, who gently pulled it, and the Royal rifle-shot was fired. In an instant the red and white flag was shown by the marker, and 'three points' were scored to the Queen of England. . . . A messenger from the butt arrived in a few moments with the diagram showing the exact spot struck by the bullet." The range was 400 yards. (From our issue of July 7, 1860.)



"OMNIBUS LIFE IN LONDON": A WOOD-ENGRAVING FROM A PICTURE BY W. M. EGLEY. "There is scarcely a London omnibus that does not carry its hundred passengers a day! . . . Could it set before us the passions, emotions, hopes, fears, and sorrows of a tithe of that vast multitude, what a picture of life would be set before us!" (From our issue of June 11, 1859.)



"NATIONAL EXHIBITION OF DOGS AT BIRMINGHAM": COMPETITORS FOR £240 IN PRIZES. "The prizes altogether amounted to £240 (including the value of eight silver cups), and as a fourth of this was not awarded, there is a good nest egg for next year. . . . Our illustrations embrace several of the best specimens." (From our issue of December 15, 1860.)



AT THE BANK OF ENGLAND: THE RECEIVING OFFICE IN THE BULLION OFFICE.



AT THE BANK OF ENGLAND: STACKING BAGS OF DOLLARS IN THE BULLION VAULT.

"The Bullion Office of the Bank of England presents an interesting picture of the earliest mode of banking, which was simply that of making a deposit of precious metals, or coins, for security, or recoinage. . . . The value of the Bank bullion, stated in round numbers, varies at the present time from £15,000,000 upwards." (From our issue of March 8, 1845.)



THE NEW LONDON STOCK EXCHANGE: "ALTOGETHER ONE OF THE MOST ELEGANT EDIFICES OF ITS CLASS IN THE METROPOLIS." "The Stock Exchange, having been found too small for the accommodation of its members, who now number 1050, besides 500 clerks, its enlargement was commenced about a year ago. . . . The new structure opened last week. . . . The area of the new house is about 75 squares, and it would contain 1100 or 1200 members." The cost exceeded £10,000! (From our issue of March 25, 1854.)



THE SIGNING OF THE TREATY OF PARIS AFTER THE CRIMEAN WAR: "FIRING OF THE TOWER GUNS TO ANNOUNCE THE PEACE." "All the Great Powers of Europe, with Sardinia and Turkey, were once more united in a solemn Act of Peace. . . . The Field-Marshal Commanding-in-Chief . . . issued an order that the news of the signing of Peace at Paris was to be announced, both at St. James's Park and at the Tower, by the firing of 101 guns." (From our issue of April 5, 1856.)



## Uncommon Occasions—Royal and Civic.



QUEEN VICTORIA'S FIRST RAILWAY TRIP: A JOURNEY FROM SLOUGH, NEAR WINDSOR, TO PADDINGTON—IN TWENTY-FIVE MINUTES.

"On Monday [June 13, 1842] her Majesty the Queen, for the first time, returned from her sojourn at Windsor Castle, accompanied by her illustrious consort, Prince Albert, Count Mensdorf, etc., by way of the Great Western Railway." The greatest secrecy was observed. The journey took twenty-five minutes. (From our issue of June 18, 1842.)



QUEEN VICTORIA VISITS IRELAND FOR THE FIRST TIME: "INTERIOR OF THE ROYAL RAILWAY CARRIAGE."

We illustrated the visit well in three issues. Her Majesty was accompanied by the Prince Consort and by the Prince of Wales, the Princess Royal, Prince Alfred, and Princess Alice. We described the royal train as eliciting the admiration of everyone. (From our issue of August 11, 1849.)



QUEEN VICTORIA VISITS THE NORTH: "CARRIAGE PREPARED FOR HER MAJESTY BY THE GREAT NORTHERN RAILWAY COMPANY."

"Three superb saloon carriages have been built by the Railway Company for the occasion—one for her Majesty and her Royal Consort, another for his Royal Highness the Prince of Wales, and the third for the Royal suite. . . . The Royal Saloon is 18 feet 1 in. long, by 7 feet 4 in. broad." (From our issue of August 30, 1851.)



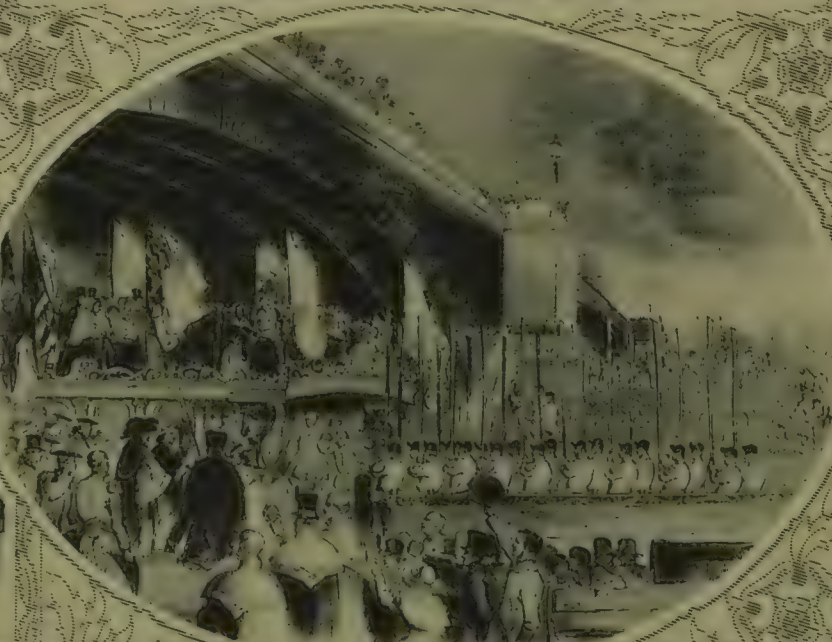
"CHARTIST EXCITEMENT: THE POLICE FORCE IN BONNER'S FIELDS" WHEN SERIOUS DEMONSTRATIONS WERE FEARED, BUT DID NOT MATERIALISE.

"Great preparations were made by the Government to prevent meetings which were expected to be held in various parts of the metropolis. Military, armed police, and pensioners were posted in each locality in formidable numbers; but the apprehended Chartist demonstration did not take place." Among those called for duty were "about 400 of the armed battalion of the Chelsea pensioners." (From our issue of June 17, 1848.)



THE PRINCE CONSORT VISITS THE CITY, DEPUTISING FOR THE QUEEN: THE ROYAL BARGE PASSING LONDON BRIDGE, ROWED BY THE QUEEN'S WATERMEN.

The occasion was the opening of the new Coal Exchange. The Queen was to have made the visit to the City, but she was slightly unwell and the Prince Consort deputised for her. The Royal Barge was steered by Lord Adolphus Fitzclarence, G.C.H., and rowed by "the men retained as 'the Queen's watermen.'" This Royal Barge is now in the Victoria and Albert Museum.



AN "UNUSUAL" LORD MAYOR'S DAY: THE LORD MAYOR EMBARKING IN THE CITY'S STATE BARGE, AT SOUTHWARK BRIDGE.

The Lord Mayor went in procession by road from the Guildhall to Southwark Bridge. There he went aboard the City's State Barge and was rowed to Westminster, there to walk to the Court of Exchequer. He was rowed back to Blackfriars Bridge, whence he continued by road. This arrangement was "unusual." (From our issue of November 11, 1843.)





ASCOT: "THE ROAD TO THE RACES—THE LONG WALK, WINDSOR" ON THE OCCASION OF "THE COURTLY MEETING."



ASCOT: "A SKETCH ON THE ROAD"—STIR AND BUSTLE DESPITE THE INCREASE OF "HOT WATER" LOCOMOTION.



ASCOT: "ARRIVAL AT THE COURSE" FOR THE OPENING DAY, WHICH "BROUGHT OUT A LARGE PLEASURE PHALANX."



ASCOT: "THE RACE-COURSE"—AT A MEETING "SHORN OF ITS CHIEF ATTRACTION BY THE ABSENCE OF THE QUEEN."

"This year the courtly meeting adjacent to Windsor was shorn of its chief attraction by the absence of the Queen. There was neither pageant nor brilliancy in keeping with such occasions wherein the presence of the Sovereign is wont to breathe life and likelihood into the scene." (From our issue of June 13, 1846.)

## At the Races—Old Style.



ASCOT: "SKETCH ON THE ROAD—STAINES BRIDGE"; BEFORE A MEETING NOTABLE FOR A DISPLAY OF "RANK, BEAUTY, AND FASHION."



ASCOT: THE ROYAL CORTÈGE "GREETED BY THE MOST LOYAL MANIFESTATIONS" OF THE QUEEN'S DEVOTED PEOPLE ON THURSDAY, THE "GALA."

Of the second of these drawings, we wrote: "The Royal cortège entered the course, and passed up to the Royal stand, greeted by the most loyal manifestations. . . . The whole heath was one panorama of brilliant company. . . . After the customary passages of courtesy between the Monarch and her devoted people, the first event was run for." (First illustration from our issue of June 7, 1851; second from our issue of June 5, 1847.)

### BY RAILWAY TO THE DERBY: FIRST, SECOND AND THIRD CLASS.

Here we have the coach-like carriage for first-class passengers; the crowded and more plebeian "second"; and the open-truck "third," complete with "niggers." "While yet it was early morning," we noted "by all approaches a crowd was streaming to the railway. Epsom was to be made in an hour for a few shillings, according to the class." (From our issue of May 22, 1847.)





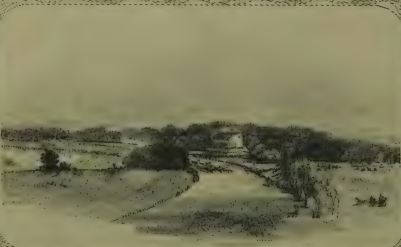
# SOCIAL EVENTS—IN TOWN AND OUT OF



THE DERBY: THE GRAND STAND IN THE YEAR IN WHICH MR. GULLY'S "PYRRHUS" THE FIRST WON CLEVERLY BY A LENGTH.  
"Two o'clock sound—and simultaneously a bell—the Derby field is called to saddle before the Stand. Admirable exhibition! . . . Seven-and-twenty corners of fame—good, indifferent, and bad—have saddled, and cantered away for the start. Here, matters were not upon velvet. . . . At the second attempt the start was accomplished by the field subjoined." (From our issue of May 30, 1846.)



THE ROYAL ACADEMY: "VISIT OF HER MAJESTY, PRINCE ALBERT, AND THE QUEEN OF PORTUGAL TO THE NATIONAL GALLERY."  
"Her Majesty, the Prince Consort, and the Prince of Wales accompanied Queen Stephanie of Portugal, the Prince of Hohenzollern, and the Prince Royal of Hohenzollern to view the National Gallery, Trafalgar Square. . . . Her Majesty and the Queen of Portugal inspected both the National Gallery and the exhibition of the Royal Academy of Arts." (From our issue of May 22, 1853.)



GOODWOOD: THE COURSE—WHEN THE TURF WAS HAILED AS "THE DEMOCRACY OF DIVERSIONS" AND RACING WAS AT ITS BEST.  
"There is no manly pastime at once so accordant with public taste, and accessible to general enjoyment as that of horse-racing. Yachting and fox-hunting, as sports, indeed, are every inch a MAY'S; but they are class pleasures, only open, like Westminster Hall and the London Tavern, to those who can pay for them: the Turf is the democracy of diversion." (From our issue of August 2, 1845.)



THE GRAND NATIONAL: "LIVERPOOL STEEPCHASE—FALL OF 'KILFANE' AT THE FOURTH HURDLE" IN THE RACE WHICH WAS WON BY "PETER SIMPLE."  
"At the fourth fence, a flight of rails placed on a bank, 'Kilfane' was among the first of those which followed him [Peter Simple] but impatient, and, throwing up his head, he struck the rails, and fell into the next field. 'Sparta' followed in his track and fell over him. . . . 'Kilfane's' thigh was broken." It was found necessary to kill the horse. (From our issue of March 10, 1849.)



A GALA PERFORMANCE: THE ROYAL BOX WHEN QUEEN VICTORIA PAID A STATE VISIT TO HER MAJESTY'S THEATRE, "TEMPLE OF LYRICAL ART," IN 1847.  
"Those who were fortunate enough to be present at Her Majesty's Theatre. . . . will long remember the splendour of that temple of lyrical art, which was celebrated for our French neighbours say for two centuries: the State Visit of her Most Gracious Majesty and the triumphant success of Madlle. Jenny Lind in the *cheval d'assise* of Bellini, as Norma. On a platform on the stage stood two Yeomen of the Guard." (From our issue of June 19, 1847.)



GOODWOOD: WHEN THE MEETING GAVE TO THE TURF "AN ARRAY OF VALUABLE STAKES . . . SUCH AS NO MEETING EVER PUT FORTH."  
"All the fashion of the kingdom . . . gathered together: some as guests of his Grace's hospitality—others putting up with such accommodation as the Bedford at Brighton, and other hotels of its class along the Sussex coast, furnish. The total value of the prizes—stakes and so forth—was estimated as equalling "a sum of money little short of £25,000" and we gleeted accordingly! (From our issue of August 1, 1846.)

# TOWN, ROYAL, PLUTOCRATIC, AND POPULAR.



SUNDAY IN KENSINGTON GARDENS: "THE HAND OF THE ROYAL HORSE-GUARDS, BLUE, PLAYING"; BUT ONLY PIECES OF A SACRED CHARACTER.  
"The pieces played were, without exception, of a sacred character; in defence to the general disapproval created by the first Sunday's performance, the very opposite extreme being adopted. Instead of a programme composed of vulgar dance tunes, the band adopted one exclusively devoted to sacred music of the gravest character." Some 8,000 people were in the gardens that day. (From our issue of April 26, 1850.)



THE SEASON: REGENT STREET'S "FIRST THROB," WHEN CANDLES WERE NOT LIT BEFORE DINNER AND THE SUN ROSE BEFORE THE SHOPKEEPERS.  
"The First Throb of the London Season. . . . As soon as we begin to find that we need not light candles before dinner, and discover (upon occasions of unwelcome rising for an early train) that the sun is up before the shopkeepers. . . . as soon as this time arrives, the suspended animation of London returns, and the great heart of the metropolis pulsates with the first beating of its reviving existence." (From our issue of March 31, 1849.)



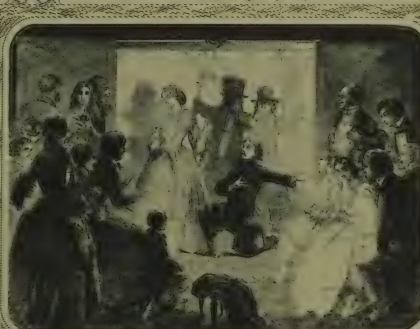
THE SEASON'S END: THE RUSH FROM HOME, "THAT FLIGHT OF THE SOUL OF THE DEPARTED SEASON, IS NOW AT ITS HEIGHT."  
"The great rush from home—that flight of the soul of the departed season—is now at its height. Rooms are shut up, blinds newspapered, and furniture tied up in bags—to make a wretched joke, whilst the family is on the Rhine, the lamp and ottomans are all in Holland. There are no more carriage whistles about the West-end streets." (From our issue of September 5, 1846.)



CREMORNE GARDENS: THE MAYPOLE DANCE ON THE DAY ON WHICH THE "SPIRITED PROPRIETOR" AND MANAGER, MR. T. SIMPSON, TOOK HIS DEPARTURE.  
"Cremorne Gardens. This delightful place of public resort was on Thursday evening (last week) the centre of great attraction, and was crowded by a brilliant company, who were brought together to testify their admiration of the manner in which the spirited proprietor—Mr. T. Simpson, who took his benefit on this occasion—has managed these gardens." (From our issue of August 14, 1856.)



"PARIS FASHIONS FOR MAY: LONGCHAMPS WALKING DRESSES"—CREATIONS LITTLE INFLUENCED BY THE REPUBLIC.  
"What the Republic neither can nor will stop is fashion. . . . We feared that the eccentric and too republican dresses in their shape and colour, might prevail this year at the commencement of spring; but the good taste of the majority has had the ascendancy, and very slight variations have been observed." (From our issue of April 29, 1848.)



"CHRISTMAS AMUSEMENTS—A CHARADE." "NO ACTOR IS ALLOWED TO SPEAK . . . NOT A WORD MUST ESCAPE THE LIPS THAT MIGHT BETRAY THE SECRET."  
"The rules of the game are very few and easy to remember. Anything in the house may be appropriated for the purpose of stage effect and costume. No actor is allowed to speak. . . . not a word must escape the lips that might betray the secret of the side on which he is acting. . . . The word fixed upon should be of not more than two syllables." (From our issue of December 24, 1859.)





"EN ROUTE FOR CHINA: A CALM ON THE RED SEA—SMOKING AFTER BREAKFAST," IN 1857.

# SEA-TRAVEL: PASSENGERS AT THEIR EASE AND—!



"THE OVERLAND ROUTE TO INDIA: CROSSING THE ISTHMUS OF SUEZ."

A railway ran between Cairo and twenty-three miles from Suez; thence travel was by "vans" (From our issue of June 5, 1858.)



"THE GRAND SALOON OF THE 'GREAT EASTERN' STEAM-SHIP": IN BRUNEL'S "GREAT SHIP," WHICH WAS AN EXPENSIVE FAILURE. The "Great Eastern" was designed to ply between England and Calcutta or Colombo; but, instead, was purchased for use on the North Atlantic. She was unsuitable for this service; but she was of great value in laying the Atlantic cable. (From our issue of August 20, 1859.)

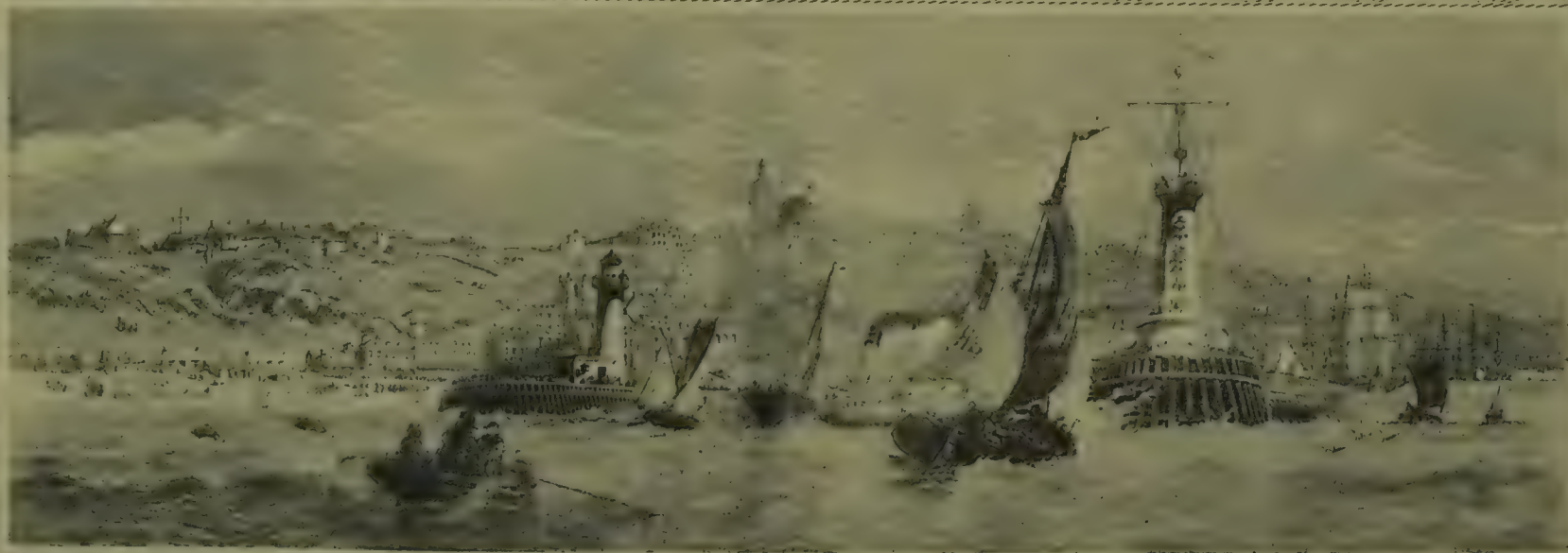
IN THE SALOON OF THE UNITED STATES MAIL STEAM-SHIP "ATLANTIC."

The "Atlantic" was "the largest steam-ship in existence." She boasted steam-heating, "an improvement now for the first time introduced in steam-ships." (From our issue of May 25, 1850.)



THE ENGLISH TERMINUS OF A CHANNEL CROSSING: "NEW CUSTOM-HOUSE AND RAILWAY STATION, FOLKESTONE."

"As soon as the examination is completed, the luggage is wheeled by the company's servants into the cording-room, where the lashings are carefully secured before passing the different articles on to the station-platform to be claimed by the owners and labelled for their destination. . . . Throughout the whole of the company's premises it is impossible not to recognise the admirable arrangements for concentration of effort." (From our issue of January 22, 1859.)



THE FRENCH TERMINUS OF A CHANNEL CROSSING: BOULOGNE-SUR-MER; "THE EVER-CHANGING VARIETY AND INTEREST OF THE PORT."

"Boulogne is situated in a fine open bay. . . . The entrance of the harbour is formed by two piers which stretch far out into the sea, and afford admirable promenades. . . . Boulogne is a gay and animated town—bright, airy, and cheerful—with fine streets, many of which are bordered by marble foot pavements and handsome shops, and the picturesque costume of the fishwomen and country folks adds variety and gaiety to the general aspect of the place." (From our issue of January 22, 1859.)



# Ninety Years of Land Transport: From Mail-Coach to Motor-Car.

FROM THE PAINTING BY C. E. TURNER.



## FROM HORSES TO PETROL, FROM OPEN TRUCKS TO ELECTRIC TRAINS: ROAD AND RAIL TRAVEL BETWEEN 1842 AND 1932.

In 1842, as the top panel shows, the railway had not entirely superseded the mail-coach. Third-class passengers rode in open trucks, while roofed carriages had some seats outside. The engine here depicted is the "North Star." Behind the coach is a horse-drawn hay-wain, and in front a Macmillan's bicycle, the first type of pedalled cycle. Its successors (including the high "penny-farthing" machine) appear on the right below, while on the left is an early London omnibus of 1855. The central panel adjoining recalls the fact that, in 1865, the progress of mechanical road vehicles was checked by an Act limiting speed to 4 m.p.h. in the country and

2 m.p.h. in town, and requiring a man with a red flag to precede the engine. Only the steam traction-engine survived. The left panel below shows a G.W.R. Cornish express of 1890, on the Brunel broad gauge (7 ft.), abolished in 1892. The narrow standard gauge (4 ft. 8½ in.) has limited the size of rolling-stock, and gives a "top-heavy" appearance to modern trains. On the right is the L.M.S. "Royal Scot" express of 1927. The remaining two panels represent the birth and growth of motor-cars, since the Benz of 1888—the first practical petrol-driven car in general use in England. This panel also shows a motor-cycle and an electric train.





### A PAGEANT OF THREE GENERATIONS: NINETY YEARS OF FASHION—FROM CRINOLINE AND BONNET TO SLIM FIGURE AND THE "CAP."

Looking back upon life as lived during the ninety years in which "The Illustrated London News" has pictured it; peeping, that is, at a pageant of progress that has its lighter as well as its serious aspect, it is both instructive and amusing to remark the invariability of the invariable!—how Man reacts as he has ever reacted; how Woman remains true woman. As to the latter, let Dame Fashion bear witness: her sovereignty has always been supreme, serene, and safe. Did not we ourselves say in '48, when discussing affairs in France, "What the Republic neither can, nor will, stop is *fashion*"? Obviously, we were right. The charming Dame who Must be Obedied has but to speak and, lo! there is a new mode. The present generation have only to remember that soon after the Great War "boyish" styles were adopted and skirts which scarcely reached the knee became the vogue. Then it was that voices asserted that never again would Woman be dominated by dress-makers! And yet, and yet, we have had the usual frequent changes in feminine attire! The silhouette, for instance, has altered

with startling rapidity. In the early nineteen-twenties, every woman achieved a slender, tubular look, with a low waist-line; to-day a slim "natural" line is essential, and there are signs that the high Empire waist may shortly be revived. Skirts were of knee-length even for evening wear in 1928; to-day ball dresses almost touch the ground and the dinner dress may have a train. The *decolletage* has crept lower and lower at the back in evening gowns; but, as sleeves for ball gowns are now popular, it is possible that the high line will return. Hair has been bobbed, shingled, and Eton-cropped; chignons have made a sensational return; and soft masses of curls have appeared, as a change from the flat effect; while the "windswept" fashion of brushing hair forward has had a vogue. Hats have been crushed down over the eyes, then worn on the back of the head to reveal the entire forehead, and are now placed at a jaunty angle. In fact, Fashion has never so far forgotten herself as to remain the same for a single season—she is still her own ever-changeable self!

FROM THE PICTURE BY STEVEN SPURRIER, R.O.I.



# Bygone Days in South Africa: Picturesque Old-World Homesteads.

COPYRIGHT PHOTOGRAPHS BY ARTHUR ELLIOTT, CAPE TOWN.



THE WINE CELLAR AT VERGELEGEN, SOMERSET WEST: A PICTURESQUE OLD BUILDING ON THE ESTATE OF A FORMER DUTCH GOVERNOR OF THE CAPE.



MORGENSTER ("MORNING STAR"): THE FRONTAGE OF AN OLD CAPE HOMESTEAD THAT STILL RETAINS ITS ORIGINAL CHARM UNSPOILT BY THE PASSAGE OF TIME.

Those who have visited South Africa since it came into favour as a field of travel will recognise in these pictures delightful examples of the earlier Cape homesteads, which reflect the charm and restfulness of that country. They date from the eighteenth century. "Vergelegen" ("Far Off") was built by Adriaan van der Stel, a Dutch Governor, of the Cape, subsequently dispossessed and recalled, in 1708, by the Dutch East India Company in Holland. It is fully described in the late Miss Dorothea Fairbridge's notable book on historic Cape homesteads. The

residence has been restored and retains its old-time charm. "Morgenster" ("Morning Star") is close at hand. Behind its beautiful frontage is all the spaciousness typical of old Cape dwellings. Very little of its original glory has departed. A varied programme of tours to South Africa is being arranged for 1932, and it may interest our readers to know that the official source of information in London on travel to South Africa is the Director of Publicity, South Africa House, 73, Strand, London, W.C.2.



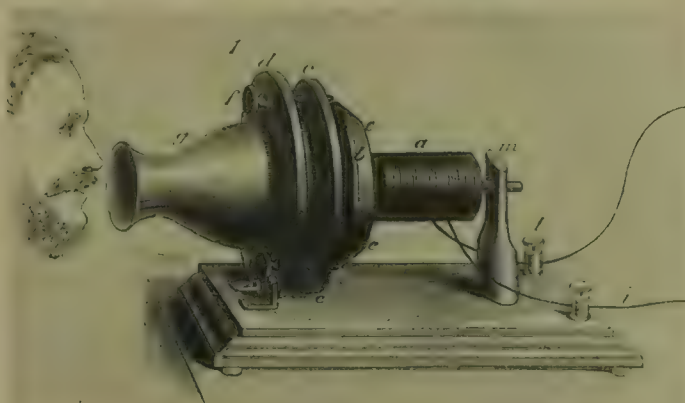
# PRECURSORS OF PRESENT-DAY COMMON-PLACES.



"THE ILLUSTRATED LONDON NEWS": OUR PUBLISHING OFFICE IN THE STRAND AS IT WAS IN 1843, THE SECOND YEAR OF OUR EXISTENCE.  
(From our issue of March 25, 1843.)



TELEGRAPHY: THE ELECTRO-MAGNETIC TELEGRAPH USED BY THE G.W.R. BETWEEN SLOUGH AND PADDINGTON IN 1845.  
(From our issue of January 11, 1845.)



THE TELEPHONE: A TRANSMITTER INVENTED BY PROFESSOR GRAHAM BELL AND DEMONSTRATED BY HIM BEFORE THE SOCIETY OF ARTS IN 1877.  
(From our issue of December 15, 1877.)



THE ARMOURD TRAIN: THE "IRON-CAR BATTERY" USED ON THE PHILADELPHIA RAILWAY TO PREVENT THE DESTRUCTION OF RAILWAY BRIDGES BY MOBS.  
(From our issue of June 22, 1861.)



CAMOUFLAGE IN WAR: SCREENS AND BRUSHWOOD MASKING JAPANESE ADVANCING TO THE YALU IN 1904.  
(From our issue of July 2, 1904.)



THE "TANKETTE": THE MOBILE STEAM-BATTERY MADE AT BALTIMORE IN 1861, AND CAPABLE OF "DISCHARGING 100 TO 500 BALLS PER MINUTE."  
(From our issue of June 22, 1861.)



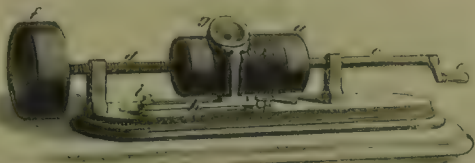
WIRELESS: THE FIRST WIRELESS STATION (POLDHU); FROM WHICH MARCONI SENT THE FIRST WIRELESS MESSAGE ACROSS THE ATLANTIC BY TRANSMITTING THE LETTER "S" TO NEWFOUNDLAND IN 1902.  
(From our issue of January 11, 1902.)



AVIATION: WILBUR WRIGHT'S "CATAPULT"-LAUNCHED, POWER-DRIVEN AEROPLANE IN FLIGHT AT PAU.  
(From our issue of February 20, 1909.)



LISTENING-IN TO THE WIRELESS: THE FIRST PUBLISHED ILLUSTRATION OF WIRELESS FOR FAMILY USE—LONDONERS RECEIVING A TIME SIGNAL FROM THE EIFFEL TOWER, PARIS, BY MEANS OF A PRIMITIVE CRYSTAL SET, IN 1913.  
(From our issue of August 2, 1913.)



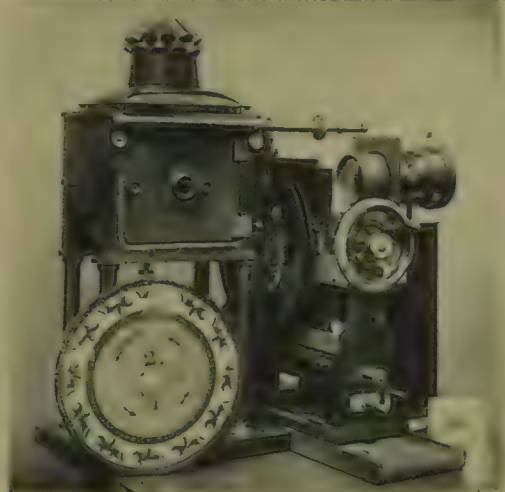
THE PHONOGRAPH—THE MACHINE IN ITS FIRST FORM, IN 1878.  
(From our issue of August 3, 1878.)



THE GRAMOPHONE: "WE SLIP OFF ONE DISC AND REPLACE IT WITH ANOTHER, AND ONE HEARS 'TWINKLE, TWINKLE, LITTLE STAR!'"  
(From our issue of December 19, 1891.)



THE TURBINE ENGINE: "TURBINIA," THE FIRST STEAM-TURBINE VESSEL—"WITH NO CYLINDER, OR FLY WHEEL, OR ELABORATE SYSTEM OF VALVES AND RODS AND PISTONS."  
(From our issue of September 10, 1898.)



THE CINEMATOGRAPH: THE MOTION-PICTURE PROJECTOR USED BY MUYBRIDGE IN THE 'SEVENTIES TO SHOW THE ACTION OF TROTTERING HORSES.  
(Published in our issue of July 18, 1931.)



# Ninety Years of Science: An Era of Amazing Progress.

By E. N. Da C. ANDRADE, Quain Professor of Physics in the University of London.

IF it were necessary to choose one word, and one word only, to call to mind the gigantic body of scientific achievement of the past ninety years, that word would undoubtedly be "Electricity," no matter whether we were thinking of the theoretical or the practical side of the question; whether—to use the familiar antithesis—we were regarding Science as the sublime goddess or as the useful cow. Ninety years ago, Faraday's discovery of electro-magnetic induction was already some years old, but electricity as an industrial agent was still unknown—the electric motor and the dynamo were but toys, and the electric arc was a laboratory curiosity. The vast electrical industry, including not only electricity as a motive power for factory and for transport, and electric lighting in all its aspects, but also the large-scale electro-chemical processes, as exemplified by the preparation of aluminium from clays, the electric furnace in metallurgy, and electric welding, is the growth of the past ninety years. The telephone and telegraph are also gifts of those years.

On the theoretical side, the progress is no less striking. Ninety years ago electricity and magnetism were two relatively unimportant branches of science, which Faraday was welding into one. In 1865 Clerk Maxwell founded the electromagnetic theory of light, which made optics but a particular manifestation of electric and magnetic forces; while in 1888 Heinrich Hertz succeeded in producing, by an electric discharge, waves which spread out like light, the well-known "wireless" waves whose practical applications at the present time ravish our ears nightly. A few years later, Röntgen, as a result of his participation in the extensive researches on the discharge in evacuated tubes which were then in progress, discovered X-rays, which in this century have been shown, by the researches of Laue and the Braggs, to be also electromagnetic radiations, but of very much shorter wave-length than ordinary light, while the wireless waves are very much longer. The electromagnetic spectrum now includes a vast range of radiations from the gamma rays of radium, whose lengths are measured in million-millionths of an inch, to the wireless waves whose lengths are measured in hundreds of yards. The theoretical study of all of these forms a branch of electricity.

Ninety years ago the atomic theory had, indeed, already been put forward in a crude form, but was by no means generally accepted. There was nothing in the nature of an experimental proof of the existence of atoms. To-day, the discharge of electricity in evacuated bulbs has led to overwhelming proof of the atomic nature of matter, and, in the hands of Aston, has afforded a method by which individual atoms can be weighed with as high an accuracy as lumps of metal could be in former days. The electron theory, in founding which Sir J. J. Thomson played so prominent a part, to-day dominates all chemical and physical theory, and in the electron itself, the atom of electricity, we see a further extension of the atomic theory which, at the beginning of our period, was struggling into life. In those days it was known that a red-hot poker would discharge an electroscope: to-day the emission of electrons from a red-hot wire is the heart of the valve which has rendered broadcasting possible.

Ninety years ago nothing was so certain as that atoms were indestructible: the dreams of the alchemists were over. In 1898 the scientific world was startled by the discovery of radio-activity, by the Curies, which was the first step towards the recognition that there are whole classes of heavy atoms which break down spontaneously with the emission of radiations—the radio-active elements. By the study of these bodies, Rutherford was led to the modern view of the structure of the atom. We now know that all matter is ultimately built up of protons, as the positively-charged hydrogen nuclei are called, and electrons. All matter is electrical in origin, so that the study of electricity is now fundamental both for matter and for radiation. The baby science has grown to include all the others. It is amusing to note that in 1815 Prout had put forward the view that all matter was built up of hydrogen, but by 1842 this had been, as it was supposed, conclusively disproved.

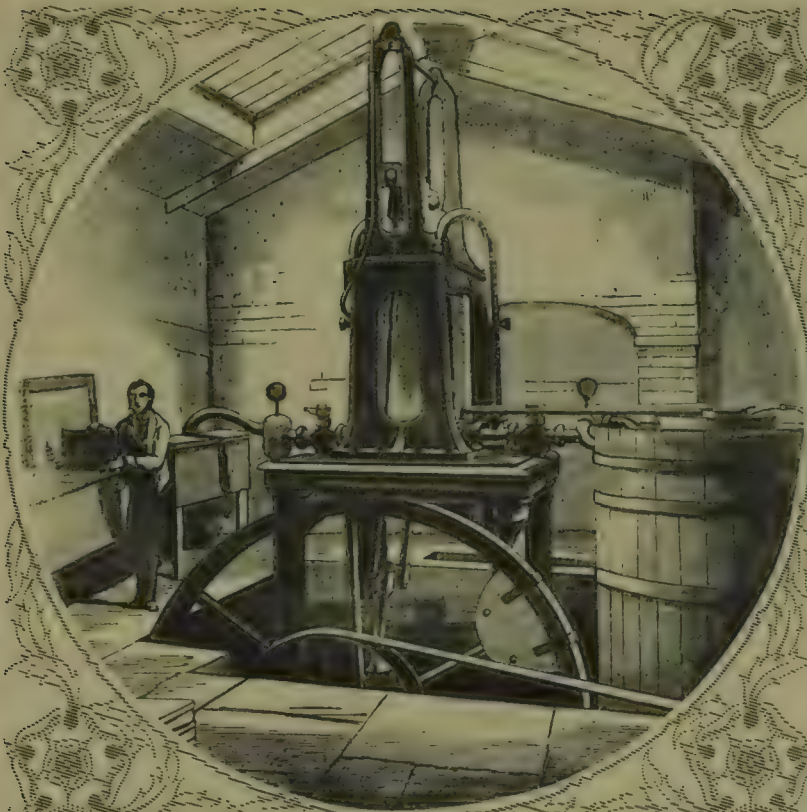
In 1842 photography had already been invented by Daguerre and Niepce, and Fox Talbot had also recently obtained permanent pictures, but dry plates were not commercially available until 1877. It is hardly necessary, with the cinema and the illustrated papers occupying the places they do, to emphasise the commercial and æsthetic importance of the photographic process to-day, but what photography has done for pure science is often overlooked. Modern astronomy, as we know it, would hardly be possible but for the photographic plate. First applied for registering stars by Bond in 1850, its use is now so extended that few objects are observed through the telescope by eye, and tens of millions of stars and nebulae which would elude visual observation have been discovered by photographic means. About 1860, the spectroscope came into being, and, in conjunction with the photographic plate to register the spectra, it has not only been the means of many of the recent great advances in our knowledge of atomic structure, but has also revealed to us the constitution of the heavenly bodies. Ninety years ago it might well have seemed forever impossible to know the gases which constitute stars so distant that the light from them takes years to reach us. To-day, the spectroscope can tell us not only this, but also such things as the rate at which nebulae are receding from us, on which observations the strange hypothesis of an expanding universe is based. Incidentally, the spectroscope plays its part in industry and medicine. Another instrument in conjunction with which the photographic plate is indispensable is the microscope, which itself has been improved out of all knowledge: the use of ultra-violet light in microscopy is only possible by the aid of the modern plate, since the rays are invisible to the eye. X-rays would lose half their value for the doctor were there no plate to record the picture.

In the field of medicine it is hard to imagine ourselves in the position of ninety years ago. There were no anaesthetics then, although in 1842 Dr. Long attempted an operation with ether, without success. In a few years from that date, however, nitrous oxide (laughing gas), ether, and chloroform were being freely employed, and to-day most people have had an experience of local anaesthetics, which arrived much later. The spinal method is a discovery of this century. Incidentally, chloroform serves to recall its discoverer, Liebig, who not only opened the first laboratory for instruction in chemistry (the first such laboratory was founded in England in 1844), but practically founded modern organic chemistry and physiology. When we think of the feats of the organic chemist to-day—the dye-stuffs, the drugs, and the control of fermentations—we see how long a path has been traversed. Inorganic chemistry has discovered twenty-four new elements, leaving out of account the radio-active ones. Lying between chemistry and medicine we have the whole field of antiseptics to remind us that it was not till 1868 that Lister gave to the world his methods of antiseptic surgery, following the great Pasteur, whose name, for lack of space, must stand here for his achievements. Surgery has now reached such a pitch of technique that operations which even twenty years ago were considered as great feats are a commonplace.

Within our period, Darwin and Mendel have changed fundamentally the views on organic evolution and heredity, with an effect on our philosophical and general outlook that it is hard to estimate. On the practical side, the application of Mendel's principles has enabled us to breed wheats that withstand disease, and strange fruits and flowers. A host of other practical applications of science—canning and refrigeration in the food industry; the steam turbine, the petrol motor, and the Diesel engine in the world of engineering, not to mention the humble sewing-machine; flying-machines in all their aspects—these crowd in upon our minds. From the atom to aviation, from relativity to frozen mutton, from evolution to broadcasting, is a far cry; the few examples cited must serve as a summary of the progress of science since 1842.



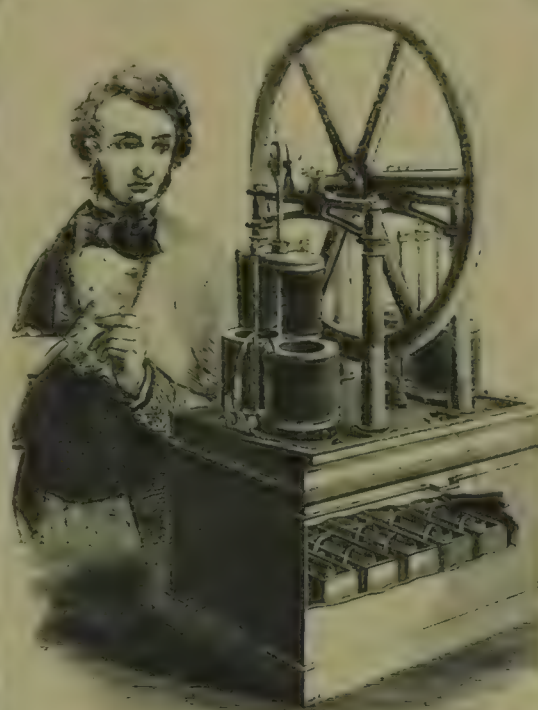




AN ICE-MAKING MACHINE FOR AUSTRALIA WHICH PRODUCED 6000 LB. OF ICE A DAY WHEN TESTED: THE INVENTION IN HOLBORN.

The machine, which was driven by a 10-h.p. engine, made slabs of ice 18 in. square. "The refrigeration is produced by the evaporation of ether in a vacuum; and the peculiarity of the invention consists in the arrangements for evaporating the ether at a low temperature, and condensing it at a higher." (Our issue of May 29, 1858.)

## CURIOSITIES OF THE WORLD OF SCIENCE: BEGINNINGS OF MOMENT.



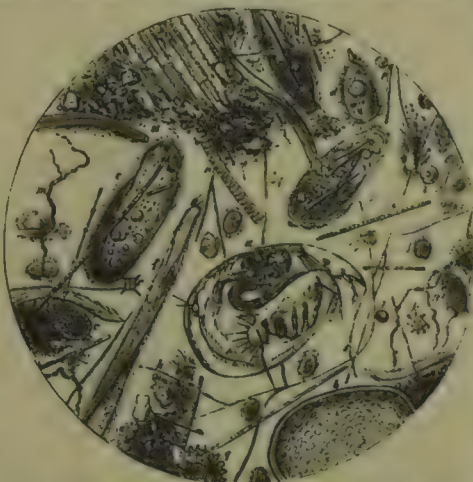
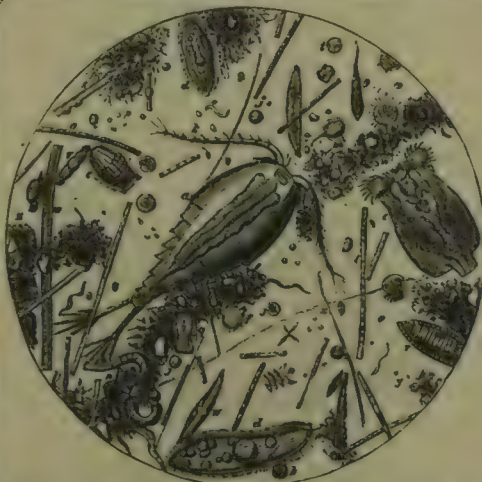
MOTIVE POWER BY MEANS OF ELECTRO-MAGNETISM: HJORTH'S ELECTRO-MAGNETIC MOTIVE ENGINE.

We noted that this invention—yielding motion with a sustaining force—was a fruit of a nobler cultivation than that hitherto obtained by experimenting with the "diversified phenomena of Electricity and Magnetism." "The motion is regulated . . . by transferring the power to a crank." (May 12, 1849.)



THE ELECTRIC LIGHT: A DEMONSTRATION ON THE STEPS OF THE NATIONAL GALLERY.

"A kind of easel was raised, beneath which were placed the battery and a small lamp. About a foot above the battery was the light produced burning upon two pieces of charcoal, backed by a single tin reflector, and the light enclosed within a glass case." (From our issue of December 9, 1848.)



A MICROSCOPICAL EXAMINATION OF THE WATER OF THE SERPENTINE: SAMPLES A AND B.—

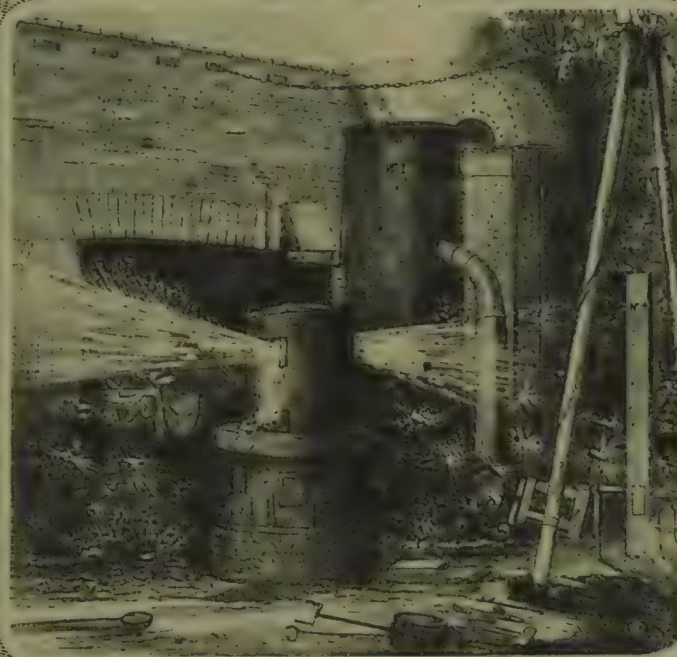
"BOTH VERY BAD, CONTAINING MUCH ORGANIC MATTER, VEGETABLE AND ANIMAL."

Constant complaint was made as to the water of "the Serpentine River, in Hyde Park, from which, until recently, was supplied the lake in St. James's Park." It was sought to render it less offensive to "the inhabitants of this metropolis who resort to those places for healthful recreation." The analyst reported: "These waters, taken from opposite extremities of the Serpentine, are both very bad, containing much organic matter, vegetable and animal, dead, living and in solution." (From our issue of July 18, 1857.)



ADDING TO THE ILLUMINATION OF WESTMINSTER BRIDGE: THE NEW LIME-LIGHT ON THE COMPLETED PORTION—PRESENTING "A BRILLIANT APPEARANCE."

"There are ten lights—about one-third of the number of the old gas-lights. . . . A single jet of the limelight of medium size is equivalent to 40 argand, or 80 fish-tail gas-burners, or to 400 wax candles. . . . The mode in which the light is produced is by the combustion of lime under the great heat caused by the flame of the mixed gases" (hydrogen and oxygen). (From our issue of May 19, 1860.)



BESSEMER STEEL: "MR. BESSEMER'S NEW MODE"—A BESSEMER FURNACE (LEFT CENTRE) AND A FURNACE OF OLDER TYPE, Illustrating "Mr. Bessemer's New Mode of Manufacturing Iron and Steel," we wrote: "We have shown the effect produced when the mass of metal began to boil; and truly was it surprising to witness the refuse thrown with great force from the valuable portion of the metal, the blazing refuse rolling like scum through the two openings." (From our issue of September 6, 1856.)



# Ninety Years of Archaeological Discovery: Landmarks in Field Work.

By Professor JOHN L. MYRES, O.B.E.

THE establishment of *The Illustrated London News* in 1842 was itself a symptom of the new outlook on the world in the perspective of its past, which created both the natural sciences and systematic archaeology.

Investigation of "early man" began with Buckland's "Red Lady of Paviland" in 1823, and McEnery's exploration of Kent's Cavern. McEnery died in 1841; but from 1846 Pengelly demonstrated there a long sequence of animal and human occupants. In France the "Celtic and Antediluvian Antiquities" of Boucher de Perthes (1849) provoked more ridicule than opposition; but in 1860 his real discoveries were confirmed by Falconer, Prestwich, and John Evans. Early human remains from caves at Gibraltar (1848) and Neanderthal (1856) convinced Huxley in 1863 that normal varieties of man were very ancient; similar finds from Belgium (1866), Moravia (1879), Croatia (1899), Jersey (1910), and Palestine (1930) have proved their wide distribution; and a more precise date was won at La Chapelle aux Saints in 1908. Even earlier types come from Mauer (1907), Piltdown (1911), and Ipswich (1912); and various "missing links" from Java (1891), East Africa (1914 and 1928), South Africa (1915, 1921), and China (1927). Systematic search for cave-deposits began with Lartet and Christy in 1864; Boyd-Dawkins's "Cave Hunting" summarises results to 1874; and when de Mortillet published "Le Préhistorique" in 1883 the main periods of the Stone Age were distinguished. But Harrison in 1889 announced earlier "eoliths" from Kentish plateau-gravels; Reid Moir in 1910 "rostrorinates" from the Red Crag; and in 1922 a French commission on the earliest finds at Foxhall repaid the debt of Boucher de Perthes.

In later prehistoric periods conspicuous finds have been rarer than minute cumulative observation, patient team-work, and the vision and stimulus of leaders like Thomsen, Worsaae, and Sophus Müller in Denmark, Montelius in Sweden, Lindenschmidt in Germany, de Mortillet in France. Stratigraphical exploration begins with Swiss lake dwellings from 1853, and Italian "terramare" from 1860: though Irish "crannogs" were examined by Sir W. Wilde in 1839, and Scottish in 1857, systematic archaeology in Britain begins with Pitt Rivers' work at Cissbury in 1868. The first great Iron Age site was explored at Hallstatt in 1847 and 1864; its Italian counterparts at Villanova (1853) and the Certosa (1871); its sequel at La-Tène in 1858 and since 1880.

In 1842, also, the rediscovery of the Ancient East was imminent. Sir J. Gardner Wilkinson had published "The Ancient Egyptians" in 1837, and was on his second visit to Egypt. Lepsius arrived that season, and in three years described 67 pyramids and 130 "mastaba" tombs. Mariette, already trained on Champollion's materials, reached Egypt in 1850, became Inspector of Monuments in 1857, excavated royal tombs in 1858, and organised the Bulaq Museum in 1859. Interpretation kept pace with discovery. Bunsen published a "History of Egypt" in 1845-7, Brugsch in 1859, followed by the "Hieroglyphic Dictionary" (1867) and "Egyptian Grammar" (1872). Later came Maspero's "Pyramid Texts," 1881, Erman's "Life in Ancient Egypt" (1885) and "Grammar" (1894), and Eduard Meyer's "History" (1887). Strictly scientific excavation begins with Flinders Petrie in 1880; organised research with the Egypt Exploration Fund in 1883. Memorable for historical or artistic results are the excavation by Maspero of the tombs of XVIII-XIX Dynasty Kings (1881); by Naville, of the Deir-el-Bahari Temple (from 1891); by de Morgan, of XII-Dynasty royal tombs at Dahshur (1896); by Flinders Petrie, of the Greek treaty-port Naucratis (1884), Akhenaten's palace at Tell-el-Amarna (1891), prehistoric tombs at Naqada (1896), and even earlier cultures at Badari (1927-8); by Griffith, of Ethiopian sites in Sudan, and by Lord Carnarvon and Howard Carter, of Tutankhamen's splendid tomb-equipment (1923).

Finds of classical papyri in the Fayum began in 1877; Grenfell and Hunt sought them scientifically at Oxyrhynchus (1896-7; 1905-6). Chief results

are the "Athenian Constitution" of Aristotle (1889), "Odes" of Bacchylides (1896), the "Persae" of Timotheus (1902), plays of Menander (1905), and innumerable illustrations of ancient administration, economy, and social life, going back to a marriage contract of 311 B.C. (1906).

In Assyria, Botta began to excavate at Khorsabad in 1842; Layard at Nimrud in 1845. The first great find of cuneiform documents was in 1849. Decipherment had been begun by Sir Henry Rawlinson in 1838; Hincks followed in 1846: their methods, tested on a fresh document in 1849, agreed with each other and with Oppert, whose "Grammar" appeared in 1860 and "Lexikon" in 1864.



A CONTEMPORARY DRAWING OF DR. SCHLIEMANN'S EXCAVATIONS IN THE TROAD: "THE SO-CALLED SCAEAN GATE AND PALACE OF PRIAM, HISSARLIK."

"Our well-known Special Artist, Mr. William Simpson, who is an enthusiastic student of architectural antiquities, has visited the Troad... and found cause to dispute the opinion of Dr. Schliemann... Our readers must be warned of the conflicting arguments for and against the Hissarlik site of Troy. That this site is to be preferred to Gergis or Bounarbashi, is admitted by Mr. Simpson; but he disbelieves the Scaean Gate and Priam's Palace, and the Keep or Great Tower of Ilium, mainly because he thinks it impossible that the structures to which Dr. Schliemann gives those names can have existed together at one time, and further because the style and materials of their building, compared with those of Tiryns and Mycenae, contemporary Greek cities, do not support that identification." (From our issue of January 5, 1878.)



WHERE THESEUS SLEW THE MINOTAUR: THE PALACE (OR "LABYRINTH") OF MINOS, AT KNOSSOS, IN CRETE—THE CORRIDOR OF THE STORE-ROOMS, WITH MOUNT JUKTAS BEYOND.

The occasion of our publishing this photograph (in our issue of December 10, 1921) was the appearance of Vol. I. of "The Palace of Minos," by Sir Arthur Evans, whose archaeological discoveries in Crete have caused the rewriting of early Greek history. On the right-hand side of the corridor are openings into store-rooms. The steward of King Minos had placed in these magazines huge clay jars (some 6½ ft. high) for storing oil and grain. They would have easily accommodated some of the Forty Thieves! The corridor was decorated with a painted frieze representing a procession of tax-payers loaded with divers provisions. Apparently they paid their taxes in kind.

In Babylonia Loftus excavated in 1849; Oppert at Babylon itself in 1852. In 1872 the Babylonian "Story of the Flood" attracted public notice, and the *Daily Telegraph's* Expedition (1873) had rich reward. In 1877-81, de Sarzec demonstrated pre-Semitic "Sumerians" at Lagash; in 1880 Rassam revealed, at Sippar, the first Sargon and Naram-sin. American excavation on a large scale began at

Nippur in 1889. Germans came later, Koldewey to Babylon in 1899, Andrae to Asshur in 1903. In North Syria, meanwhile, Sinjiri was excavated in 1888-94, Sakje-Geuzi in 1907, Carchemish from 1910. In the Persian hills, Dieulafoy explored Susa in 1885; de Morgan in 1897 went deeper into Elamite and prehistoric strata, recovering notable records of Naram-sin and Hammurabi. Even before the Armistice, the British Museum explored several Mesopotamian sites; and recently Anglo-American work at Ur and Kish has opened unforeseen perspective of early culture and craftsmanship into periods "before the Flood."

The "Hittite" régime in Asia Minor and Syria was revealed from Egyptian documents as early as 1850, and from Assyrian in 1857. The "Sesostris" monument near Smyrna, described by Herodotus, and similar sculptures at Hamath (1870) and Aleppo (1872), were claimed by Sayce in 1876 for this widespread Hittite Empire; to the language a short bilingual text gave the first clue in 1880. Wright (1884), Ramsay (from 1881), and other travellers established its wide extent; the Tell-el-Amarna correspondence (1887) revealed its historical relations with Egypt and Mesopotamia; and in 1907 Winckler excavated at its reputed capital, Boghaz-Keui, cuneiform archives which enabled Hrozný and Forrer to read several Asiatic languages, and add details of administration and foreign contacts with the prehistoric Aegean.

In Palestine the "Biblical Researches" of Edward Robinson (1841-56), and pioneer work of Renan (1860), Guérin (1868-80), and Clermont-Ganneau (1873-81), were followed by the surveys and excavations of Conder, Wilson, Bliss, and Macalister for the Palestine Exploration Fund (since 1864). Petrie at Lachish in 1890 distinguished stratigraphically the principal prehistoric periods, followed by Bliss and Macalister at Gezer and other Philistine sites. Since Vincent's "Canaan" appeared in 1907 excavations have been numerous, but only in Stone-Age cave deposits (since 1927) and in Christian churches at Jerash (1925) have new aspects of antiquity been revealed.

In Greek lands the new period opened with Ross's work on the Athenian Acropolis in 1833-6, and the travels of Texier (1833-7) and Fellows (1838) in Asia Minor. Through Fellows the British Museum acquired the "Nereid Monument" in 1842. The first sculptures from the "Mausoleum" reached London in 1846; in 1851 Penrose published the "Principles of Athenian Architecture," and in 1852 Newton began those "Travels and Discoveries in the Levant," of which the chief fruits were the

"Mausoleum" fragments and the Demeter of Cnidus. The growth of modern Athens led to the exposure of the Stoa of Attalus in 1859-62, the Dipylon Gate and its street of tombs in 1870, and the surroundings of the Acropolis in 1884-91. Reconstruction followed much later, and continues.

In 1854 Jahn's Munich "Catalogue" had laid foundations for Greek vase-study; but in 1865 discoveries of early painted styles in Rhodes made systematic study possible of material hitherto confused with "Etruscan" in Italian Museums.

Meanwhile, Lang and Cesnola in Cyprus (1867-74), Biliotti in Rhodes (1867), and Schliemann at Troy (1871-74) were revealing glimpses of prehistoric cultures, and linking early Greece with Egypt and with primitive Europe. At Mycenae (1874) and Tiryns (1884) Schliemann's splendid discoveries inspired much independent work in this field. His failure to explore Crete was a blessing in disguise, for when Sir Arthur Evans began to travel there (1894) and to excavate Knossos (1900), it was in happier political conditions, with maturer experience and skill, and in

(Continued on page 748.)



## ARCHÆOLOGY DURING OUR NINETY YEARS.



"HERCULANEUM—AN ORIGINAL SKETCH": THE EXCAVATIONS AS THEY APPEARED IN 1855, WITH MT. VESUVIUS IN THE LEFT BACKGROUND. "We see some portion of the modern city, which . . . prevents all further excavation towards the north. Happily there was no superstructure to the south and west, and to this fact we are indebted for those wonders of art which, within the last century, have created a revolution in the domestic habits and tastes of the world." (From our issue of October 13, 1855.)



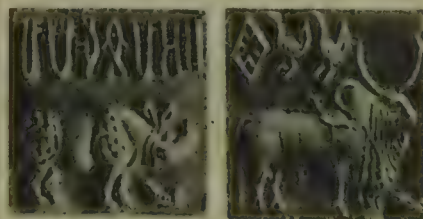
"HOUSE AT POMPEII, EXCAVATED FOR THE VISIT OF THE RUSSIAN PRINCES."

"The most important house yet found in this street, and excavated for the Imperial Princes of Russia." (From our issue of April 30, 1853.)



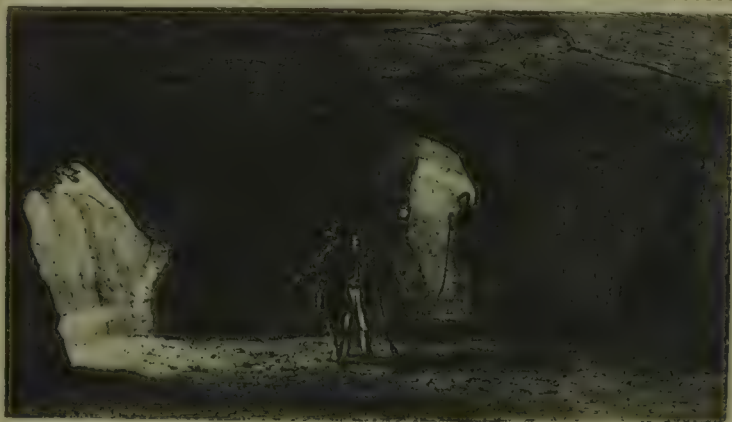
THE GREATEST ARCHÆOLOGICAL DISCOVERY OF THE TWENTIETH CENTURY: TUTANKHAMEN'S TOMB—GUARDIAN STATUES BESIDE A SEALED DOOR IN THE ANTECHAMBER, AND SOME WONDERFUL FUNERARY FURNITURE.

It was the epoch-making discovery of the tomb of Tutankhamen, in November 1922, with all its wonderful contents, which initiated the modern popular interest in archaeology, previously regarded as a recondite subject for the learned. In fostering that movement "The Illustrated London News" has played an important part, and, as our readers will remember, the magnificent treasures yielded by this tomb have been reproduced in our pages on a lavish and unprecedented scale. The above photograph shows the scene within the antechamber which met the astonished gaze of Mr. Howard Carter and the late Earl of Carnarvon, the co-discoverers of the tomb, when they first peered into it through a small aperture by the light of an electric torch. (From our issue of February 3, 1923.)



RELICS OF THE INDUS CULTURE 5000 YEARS AGO: MOHENJO-DARO SEALS.

More than 1000 seals were found; they throw much light on the great Indus civilisation. (From our issue of December 19, 1931.)



"EXCAVATION NEAR CITTA VECCHIA, IN THE ISLAND OF MALTA": A ROCK-HEWN CAVE THAT FORMED AN ANCIENT TEMPLE.

"The cave is hewn out in the solid rock into the side of the descent to a valley. The cavity consists of three large compartments, each penetrating into the other by parallel quadrangular rectangular excavations, a general view of which we have engraved. The masonic symbols were put up by the two gentlemen who cleared the chambers of debris." (From our issue of November 23, 1850.)



A DEAD KING'S HOUSEHOLD SACRIFICED AS HIS RETINUE IN THE BEYOND: A RECONSTRUCTION DRAWING BASED ON DISCOVERIES AT UR.

"A startling discovery at Ur—fifty-nine skeletons in a royal tomb—proved that in the fourth millennium B.C., when a Sumerian king was buried, all the members of his household—men and women—were killed and buried with him to minister to his needs in the next world. The victims were stretched out where their mouldering skeletons were found more than 5000 years later." (From our issue of June 23, 1928.)



EVEN IN THOSE DAYS—



THEY HAD THE "POCKET TORCH": THE "NEW PORTABLE GAS LAMP FOR RAILWAYS"; AND ITS LIGHTER (CENTRE). This lamp was "found to answer most admirably as a head-light to the engine, and a reading light for third-class passengers." It was on the self-generating principle and was guaranteed not to explode. It was lit by a smaller lamp device which was lit by being thrust between the bars of a grate. (From our issue of January 11, 1845.)



THEY TRANSPORTED ENTIRE BUILDINGS: REMOVING A BRICK DWELLING-HOUSE TO A SITE SEVENTY FEET AWAY FROM ITS ORIGINAL POSITION AT IPSWICH. After certain wedges, blocks, and timbers had been thrust under the walls, the foundations were removed foot by foot and other timbers were inserted, until the whole structure rested on timbers. This framework support was then raised by screws and greased timber "rails" were placed below it. Then the framework, with the house on top, was shifted along by means of screw jacks. (From our issue of July 29, 1848.)



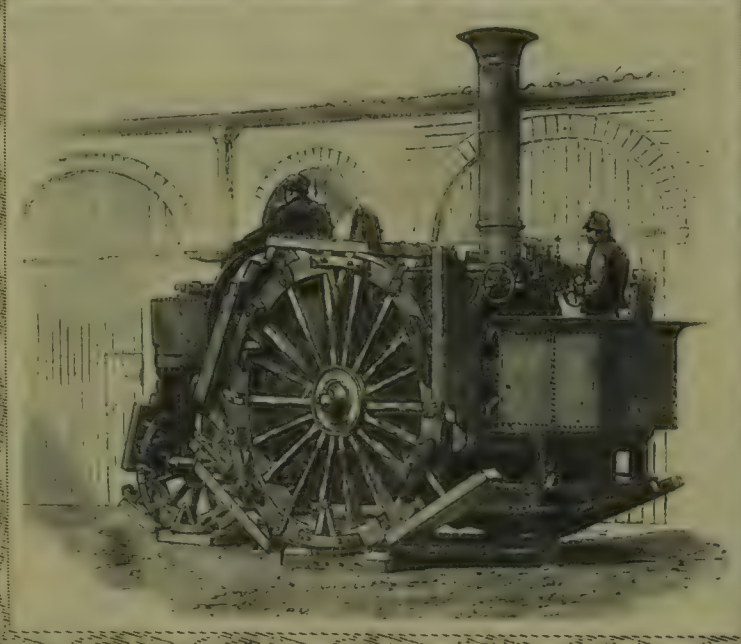
THEY HAD THE TAXIMETER: "INTERIOR OF CAB, SHOWING INDEX." We described this as follows: "The Patent Mile-Index. A simple and ingenious contrivance for measuring and indicating the distance travelled by wheel carriages has been invented and patented by Mr. H. von Uster, of the College for Civil Engineers." There was another dial outside. (From our issue of February 6, 1847.)



THEY HAD "IMPROVED" SIEBE AND ERNOUX DIVING-DRESSES.

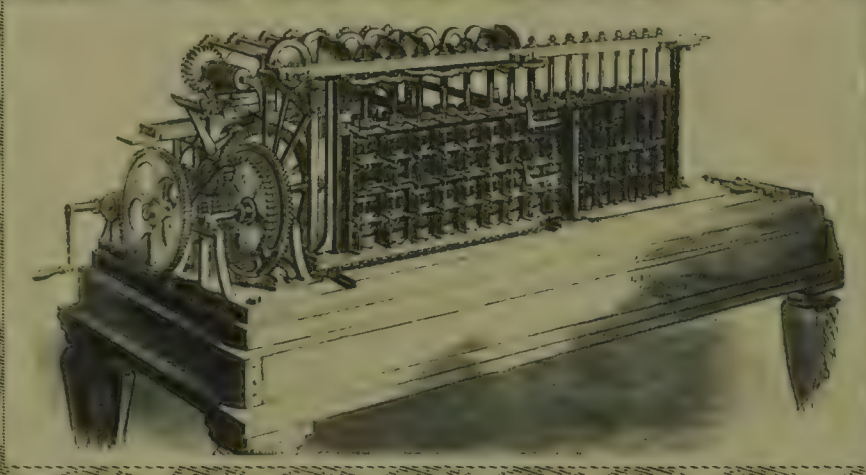


THEY HAD A PATENT DIVING-BELL—THOUGH NOT THE NAVY'S DEEP-SEA OBSERVATION-CHAMBER. A French inventor professed that, with the aid of his atmosphere-refreshing device, individuals could remain in a sunken-diving-bell for an indefinite period "without communication with the external air." He himself was below water at the Polytechnic for between three and four hours. (From our issue of June 11, 1842.)



THEY HAD THE CATERPILLAR WHEEL: TUXFORD'S TRACTION-ENGINE; EXHIBITED AT THE SMITHFIELD CLUB CATTLE SHOW. We described this 12-ton traction-engine as a "steam horse, a sort of walking leviathan, more powerful than the elephant, yet as manageable as the farmer's best-bred cart-horse." Several were ordered for West Indian sugar plantations. The "slippers or shoes" were to prevent the "endless railway" wheels sinking in soft ground. (From our issue of December 12, 1857.)

These were demonstrated in the Seine, in the presence of Prince Napoleon. One diver remained under water for forty consecutive minutes, picking up pieces of metal. (From our issue of November 24, 1855.)



THEY HAD THE ADDING MACHINE: SCHEUTZ'S NEW CALCULATING DEVICE OR TABULATING MACHINE, WHICH WAS ABOUT THE SIZE OF A SMALL SQUARE PIANO. "It calculates any table not requiring more than four orders of differences to fifteen places of figures, and stereotypes the results to eight places of figures, with proper correction for the last figure, besides five places of figures in the argument." It was noted that it had created great interest in the scientific world, and that it was a beautiful invention that did its work perfectly. (From our issue of June 30, 1855.)



## EVEN IN THOSE DAYS—



THEY HAD THE PLEASURE-BOAT FOR TRIPPERS: "STEAM-GONDOLA FOR CONISTON LAKE, LANCASHIRE—MOST ELEGANT AND NOVEL."

"A perfected combination of the Venetian gondola and the English steam-yacht. . . . The vessel is of iron or rather steel plates. It is 85 feet long. . . . It is propelled by a screw, driven by a 16-horse-power engine on the locomotive plan, burning coke. . . . The speed of the Gondola is from ten to twelve miles an hour." (From our issue of July 7, 1860.)



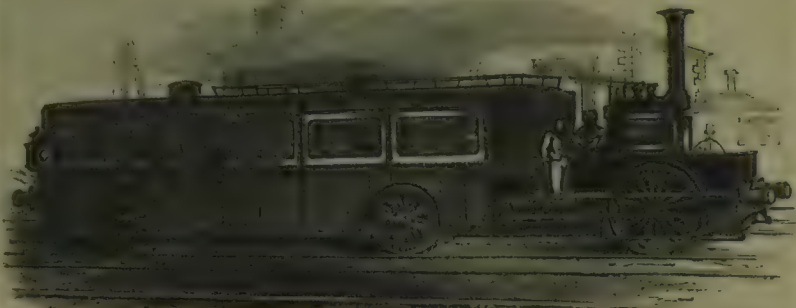
THEY HAD CAISSONS FOR SALVAGE WORK AT SEA: "THE 'EARL GREY,' RAISED WITH THE INFLATED CASES, TOWED BY THE 'FLY'". IN 1848.

"This new mode of raising sunken vessels is by flexible air-tight cases, and attached chains. The inside cases are made air-proof by several thicknesses of macintosh cloth, confined in an outer case of stout rope matting." The cases were lowered in deflated condition, were fixed to the wreck, and were then pumped full of air. These cases were stronger than any metal cases." (From our issue of June 17, 1848.)



THEY HAD FOG-SIGNALS: A POLICEMAN PLACES A DETONATOR ON THE LINE TO STOP AN APPROACHING TRAIN. ||

"Cowper's Fog Signal" is used. This is a detonating compound, packed in the shape of a small circular box, with flanges to fasten it to the rail, and which, on a train passing over it, explodes with a tremendous noise. Our engraving shows a policeman placing one in front of an advancing train." (From our issue of December 14, 1844.)



THEY HAD A TRAIN THAT LOOKED LIKE THE L.M.S. TEN-WHEELED COACH: THE "FAIR-FIELD" RAILWAY STEAM-CARRIAGE OF 1848; CARRYING SEVENTY.

Recently, we published pictures of a little "motor-car" railway train that looks very like this—the pneumatic-tyred coach, driven by a 27-h.p. petrol engine, for use on branch lines. This carries twenty-four passengers. Its predecessor of 1848 was drawn by a small steam engine. It carried sixteen first-class passengers and six "extras," plus thirty-two second-class. It could run at sixty miles an hour. (From our issue of November 25, 1848.)



THEY HAD THE AUTOMOBILE: "STEAM CARRIAGE TO RUN ON COMMON ROADS, DESIGNED BY MR. RICKETT, AND INSPECTED BY QUEEN VICTORIA."

This was "submitted" to Queen Victoria, Prince Albert, and the Royal Family. It was built as a private carriage and carried three in front and a stoker behind. Its average speed was ten miles an hour; its maximum, sixteen. The tank contained ninety gallons of water, "sufficient for ten miles' run." The boiler, it was noted, "evaporates about a gallon and a half of water per minute, and consumes 8 to 10 lb. of coal per mile." (From our issue of February 11, 1860.)



THEY THOUGHT OF THE "FUNICULAR": "GRASSI'S SCREW LOCOMOTIVE FOR ASCENDING STEEP GRADIENTS ON RAILWAYS."

Whether this developed we know not. It was patented in 1857. The contrivance was to have a speed of not less than 12 miles an hour on the incline, with a load of not less than 100 tons, including the weight of the engine and tender (about 28 tons). The total cost of constructing the line was reckoned at £3701; the cost of engine and tender at £3000. (From our issue of June 27, 1857.)







## EVEN IN THOSE DAYS—



THEY HAD "ROAD UP"! DEEPENING THE SEWER IN FLEET STREET IN 1845, WHEN TEMPLE BAR STILL STOOD.

"The works in progress for deepening the sewer of Fleet Street have attracted considerable attention. . . . They are of intrinsic interest; although the Sewer of Fleet Street cannot compete, in antiquity, with the ancient water-course known as the Fleet Ditch." (From our issue of October 4, 1845.)



THEY HAD TRAFFIC CONGESTION! "THE BLOCKADE OF LONDON BRIDGE"—"THE DAILY-INCREASING EVIL OF THE OVERCROWDED STATE OF THE STREETS."

Drawing attention to the "pressure" and to the perils of private carriages, which were at the "wild mercies" of rival cabmen and omnibus-drivers, we were careful to note that our picture must be taken with a qualification as to the actual position with regard to the Bridge, "where the first attempt at regulation or order was made"—by police stationed at the approaches and along the line of the roadway to compel a uniform system of progression. (From our issue of March 5, 1859.)



THEY HAD SEAHORSES AT THE "ZOO"! "THE SHORT-NOSED SEAHORSE (HIPPOCAMPUS BREVISROSTRIS) IN THE GARDENS OF THE ZOOLOGICAL SOCIETY."

The description published with this stated that examples of the short-nosed seahorse had been presented to the Zoological Society, and were to be seen alive in the aquarium in the Gardens in Regent's Park. "These interesting creatures were obtained . . . from the seashore near the mouth of the Tagus, in Portugal, and carried safely in a glass water-bowl through Spain and France." (From our issue of July 23, 1859.)



THEY HAD THE HORSE-VAN—"THOUGH DARK AND DULL THIS VAN APPEARS, IT HOLDS WITHIN A RACER (RAY, SIR)."

This engraving was accompanied by a verse which included: "Though dark and dull this van appears, It holds within a racer (ray, sir) Of no slight magnitude, indeed, Which will be claimed by Day, sir. Which horse it is of all of those, Like ladies' hair in papers, Is known to none, but all agree Outside are many gaps." (June 3, 1843.)



THEY HAD "THE PICTURES"! A CHRISTMAS-PARTY MAGIC LANTERN SHOW GIVEN BY PROFESSOR SMILEY, A GREAT MAN IN "SCHOLASTIC INSTITUTIONS."

Here we have "The Pictures" as they were in 1858—the magic lantern show! A cheery article described the exhibitor as Professor Smiley—"Professor of Natural Philosophy . . . a great man amongst the scholastic institutions of the metropolitan suburbs," and at his best when specially engaged for a Christmas party. In the slide here exhibited, Jack, on his travels in the "Eastren Hingeers and parts beyond the sea," has "made fast to Commissioner Yeh's pigtail." (Dec. 25, 1858.)



THEY HAD THE "LOUD SPEAKER": THE "TELEPHONE, OR MARINE ALARM AND SIGNAL TRUMPET" OF 1844.

This device boasted four keys; played by means of compressed air. It was for use as a sound-signal alarm for ships, railways, and in cases of fire; for code signalling at sea and on land; "for code communication between the palaces and halls of the nobility and gentry," and so on. (From our issue of August 24, 1844.)



## An oval vignette illustration showing two men in a forest. One man is holding a long staff or pole, and the other is standing nearby. A large tree trunk is on the right, and a small animal is on the ground.



HENLEY REGATTA—"EIGHT-OAR'D MATCH": THE "MANLY AND SCIENTIFIC EXERCISE OF ROWING" AT "ONE OF THE CHIEF ATTRACTIONS OF THE SEASON."

"As regards a flourishing regatta," Henley was dubbed pre-eminent. "With a beautiful reach of water, admirably calculated for such sport, and with a population of whom the majority are almost daily indulging in the manly and scientific exercise of rowing, it can form no matter of surprise that this annual event should constitute one of the chief



CRICKET IN MANCHESTER: THE WESTERN CLUB AT ECCLES—"THE GROUNDS AND THE GAY ASSEMBLAGE SKETCHED ON THE OPENING DAY."

"The Western Club commenced operations on their new ground at Eccles, near Manchester, on Saturday, 23rd May. . . . The grounds are well situated, in the most picturesque environ of Manchester, and are laid out most tastefully. . . . A pavilion of corrugated iron, tastefully ornamented and decorated, has been erected for the use of the members. This erection covers a space of about 50 feet by 40 feet." (From our issue of June 13, 1857.)



COWES: THE HARBOUR AND THE CLUB HOUSE OF THE R.Y.S.—YACHTS STARTING FOR THE QUEEN'S CUP ON "HER MAJESTY'S CUP DAY."

"We commence with 'her Majesty's Cup day,' as it is termed, or more commonly known as *'The Regatta.'* Thursday, the 17th instant, was the day fixed for the yachts of the Royal Yacht Squadron to sail for a cup, value £100, which is given annually by her Most Gracious Majesty, as the patroness of this noble institution to be sailed for." (From our issue of August 26, 1843.)



THE OXFORD AND CAMBRIDGE BOAT-RACE: OUR CHRONICLE OF "THIS LONG-TALKED-OF AND HIGHLY-INTERESTING EVENT IN AQUATIC STORY."

We described the race as "this long-talked of and highly-interesting event in aquatic story" and as "certainly one of the finest exhibitions ever witnessed on the Thames." The start, we noted, was fine. Cambridge won by three lengths. The time over the four miles and about two-thirds of a furlong was 21 minutes 5 seconds. The picture shows the scene at Putney. (From our issue of April 11, 1846.)



"A RECENT BOAT RACE ON THE ISIS": "A VERY ANIMATED SPECTACLE,"—  
WITH A VIEW OF THE FAMED "CITY OF SPIRES."

"Not the least attractive of the Commemoration' proceedings has hitherto been the procession of the University boats, and the cutters of all the colleges, which had taken part in the University boat races, in the order in which they had gained prizes. . . . This striking river spectacle was to have been enacted on Tuesday, but was deferred. But evidently the 'News' was ready! (From our issue of June 22, 1844.)



A CRICKET MATCH AT LORD'S GROUNDS: A GAME TO TEST THE MERITS OF THE "FAST AND SLOW SYSTEMS OF BOWLING."

"An interesting match . . . wherein the relative merits of the fast and slow systems of bowling were tried by eight gentlemen and players with three bowlers on the new system, and the same number with three slow bowlers." The fast bowlers won, "coming off victorious by a majority of 47 runs. The number scored by the players on the new, or over-hand system, was 194." (From our issue of July 23, 1842.)



THE WATERLOO COURSING MEETING AT LIVERPOOL: A SCENE IN THE YEAR

IN WHICH SIR ST. G. GORE'S "MAGICIAN" WON THE CUP.

Although we gave this picture, we were more concerned with the Spelthorne Coursing Club meeting in the Home Park, Hampton Court, presenting a drawing of "the member of the Club preparing to contend for their annual prizes of a Cup and Goblet." We also announced: "Next week we shall give Engravings of the Liverpool Steeple-chase, by an artist engaged expressly for the occasion." (From our issue of March 3, 1849.)



AT TATTERSALL'S; OTHERWISE, "THE CORNER": IN THE AUCTION-YARD  
OF A HORSE-MART WITHOUT ITS EQUAL IN THE WORLD.

Tattersall's, we recorded, was reached through an archway at the south-east end of St. George's Hospital; adding: "As a horse-mart Tattersall's has not its equal in the world. It was founded by Mr. Richard Tattersall, about 1799. He was training groom to the late Duke of Kingston, husband to Mrs. Chudleigh, who figures so equivocally in Horace Walpole's Letters, and The State Trials." (From our issue of October 11, 1955.)

## An oval vignette illustration depicting a scene of conflict or a hunt in a wooded area. Several figures are visible, some on horseback and some on foot, engaged in combat or pursuit. The scene is framed by a decorative border.

OTTER HUNTING—WITH  
BARBED OTTER-SPEARS  
OF "SOME ARTISTICAL  
PRETENSION."

"Otter-hunting is now fast dying away, though it is still kept up in parts of Ireland, Scotland, and Wales. . . . 'The modern otter-spear,' says Craven, 'is an article of some artistic pretension . . . but headed with a barb somewhat scientifically constructed.'" (From our issue of May 27, 1843)



BOX, THE MOST  
CELEBRATED

WICKET-KEEPER  
OF HIS TIME.  
Thomas Box was  
born at Ardingly,  
Sussex, on February  
7, 1809. We gave  
this portrait in con-  
nection with the  
"Grand Cricket  
Match—County of  
Kent v. All Eng-  
land." (From our  
issue of July 15,  
1843.)



PHEASANT - SHOOTING :  
A PICTURE ANTICIPATING  
OCTOBER 1, WITH ITS

"ALMANACK MEMENTO."  
 "Our illustration will serve to keep in remembrance the sports of the past winter until the 1st of October, with its leafless trees and almanack memento—right pleasant to sportsman's eye—Pheasant shooting begins" affords the time for again testing hand, eye, and gun." (From our issue of February 4, 1843.)



GROUSE-SHOOTING: AN INCIDENT OF A YEAR IN WHICH THE FESTIVAL OF ST. GROUSE DID NOT PROVE THE "MERE BARRICADE BEAST" ANTICIPATED.

We noted: "It was generally believed this year that the festival of St. Grouse would prove a mere Barmecide repast, and hence not a few sportsmen have been agreeably disappointed. On the whole, the covers of the heather are likely to have a much better time of it than the partridge-shooters, who scarcely meet with anything but birds, by twos and threes, as they walk over their farms." (*Edinburgh Review*, 1860.)



SALMON FISHING: "RIVER SCENE—WALES: ASCERTAINING THE WEIGHT"; AFTER

A PICTURE, BY A. F. ROLFE, WHICH WAS SHOWN IN THE PORTLAND GALLERY.

"Mr. Rolfe shows a happy aptitude for this description of painting. . . . The scene is bold and picturesque; noble, tortuous valley forms the bed of a rapid salmon-stream, which breaks into a bubbling fall at the sharp turn of rock upon which the sportsmen are reposing. . . . The picture is one which all sportsmen and lovers of nature will admire and appreciate." (From our issue of July 2, 1859.)



## NATIONS AT WAR: BATTLES OF NINETY YEARS.



THE WAR OF NAPOLEON III. AND VICTOR EMMANUEL AGAINST AUSTRIA (1859): THE BATTLE OF MAGENTA—A VICTORY FOR THE FRENCH AND SARDESIANS.

On this double page we reproduce our contemporary illustrations of some typical battle scenes in wars waged by foreign nations since 1842. Of the above subject we wrote: "The village of Ponte Vecchio di Magenta is divided into two by the Canal di Naviglio Grande. The bridge had been destroyed by the Austrians. The Chief of Squadron of the staff of General Vinoy was wounded and fell beside him." (From our issue of July 2, 1859.)



GARIBOLDI'S CAMPAIGN (1866): THE BATTLE ON THE RIVER VOLTURNO—THE FINAL REFUGES OF THE NEAPOLITANS.

"Three times were the positions of the Garibaldians taken and retaken at the point of the bayonet. The grass swept from down unmercifully. No quarter was asked or given. At noon the tide of battle turned in favour of the Garibaldians. Garibaldi seemed ubiquitous." (From our issue of October 20, 1866.)



FRANCO-PRUSSIAN WAR (1870-1871): AN IMPOSING ASSEMBLAGE OF FRENCH GUNS CAPTURED BY THE PRUSSIAN AT SEDAN.

"Several incidents of the few days after the capture of Sedan are represented in our illustrations—the French prisoners of war assembled in the Place de l'Armenie. . . . A quantity of captured French artillery, amounting to 400 field-pieces and 180 guns of position; and an immense herd of French cavalry horses, reckoned at 15,000 besides many hundreds so badly wounded that mercy required them to be shot." (From our issue of October 1, 1870.)



FRANCO-PRUSSIAN WAR (1870-1): BISMARCK'S INTERVIEW WITH THE CAPTIVE NAPOLEON III. AT DONCHERY, NEAR SEDAN.

"There happened to be, near the place where they met, the humble cottage of a handloom weaver. Count Bismarck led the way. The room was not inviting. The Count walked upstairs, and found the apartment filled by appliances; so he descended, and found the Emperor sitting on a stone cushion. Two chairs were brought out of the cottage." (From our issue of September 17, 1870.)



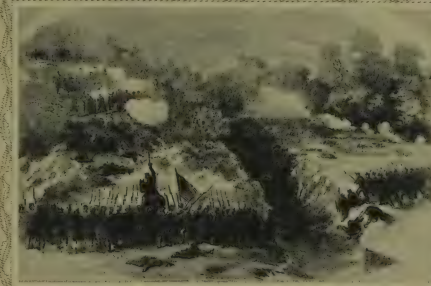
RUSSO-JAPANESE WAR (1904-1905): "STOESSEL'S FAREWELL"—THE RUSSIAN DEFENDER OF PORT ARTHUR WATCHES MEN STAY OF A "FORKED HORSE."

"General Stoessel's watchword was still 'No surrender!' although the investment drew closer and closer. . . . The world learned on January 2 (1905) that Japan had made Port Arthur a New Year's present to the Mikado. The Emperor immediately telegraphed from Tokyo extolling the heroism of General Stoessel and his comrades, and commanding that the gallant defender should be accorded full military honours." (From our issue of Jan. 7, 1905.)



RUSSO-JAPANESE WAR (1904-5): ADMIRAL ROZHDISTVENSKY'S LOST FLEET—RUSSIA'S LAST NAVAL HOPE DESTROYED BY ADMIRAL TODO OFF TSUSHIMA ISLAND.

"The finest ships of the lost squadron were the *Borodino*, the *Orel* (extreme left) which was captured, and the *Imperator Alexander III.* (with white super structure, next behind the ship in the centre foreground—the *Kwas Suowarf* [Rozhdistsvensky's flagship]. The *Kwas Suowarf* was reported to have gone down with the Admiral. These were all sister ships, of 12,500 tons. Each carried 720 men." (From our issue of June 3, 1905.)



AMERICAN CIVIL WAR (1861-1865): THE ATTACK ON THE CONFEDERATE BATTERIES AT BULL RUN BY NEW YORK REGIMENTS.

"An official account of this battle has not yet been published. An incomplete statement of the Federal losses makes up, killed, 200; wounded, 729; missing, 477—total, 1406. The Confederates acknowledge a loss in killed, wounded, and missing, of 1500 men. The Northern wounded are being well treated in the hospital at Richmond." (From our issue of August 17, 1861.)



RUSSO-TURKISH WAR (1877-1879): THE BATTLE OF PLEVNA.

"The battle of Plevna, on the 31st (July 31, 1877), which is the subject of an illustration supplied to this Journal by Herr Seethman, of Bucharest. Count painter to Prince Charles of Roumania, has obliged the Russian Commander-in-Chief to alter his plan of this year's campaign. . . . The Russians now content themselves with holding the Shipka Pass." (From our issue of August 16, 1877.)



BALKAN WAR (1912-1913): THE REMNANT OF THE GARRISON OF ADRIANOPOLE HERDED BY THE BULGARIANS INTO AN ISLAND OF THE TUNDRA.

"The Bulgarians found themselves with close upon 40,000 Turkish prisoners on their hands. The majority had either destroyed or thrown away their arms. The men were herded into the island formed by the river just north of the town. The state of these prisoners was deplorable. The Bulgarians were not in a position to care for, feed, or move them." (From our issue of April 26, 1913.)



AUSTRO-PRUSSIAN WAR (1866): THE ADVANCE OF THE CROWN PRINCE OF PRUSSIA'S ARMY AT THE BATTLE OF SADOWA.

"The engraving shows the advance of the army of the Crown Prince of Prussia to make that unexpected attack upon the right flank of the Austrians at Sadowa, which is acknowledged by Field-Marshal Benedek to have decided the fortunes of the day. The Crown Prince, standing on a raised bank, is exhorting the troops." (From our issue of August 16, 1866.)



GREEK-TURKISH WAR (1897): THE PANO-STREKEM FIGHT OF THE GREEK REFUGEES FROM LARISSA, WHEN THE GREEK ARMY EVACUATED THE TOWN.

"It was with consternation that everyone in Larissa discovered that the army was in full retreat for Parnassus. A scene of frantic despair ensued. . . . The poor young mother shown in the foreground, carrying the empty cradle of her missing child all the way to Volos, and there, fortunately, found the infant, on whom some kind-hearted neighbours had taken pity." (From our issue of May 22, 1897.)



BALKAN WAR (1913): TYPES OF THREE ARMIES OFFERING BULGARIA—(LEFT TO RIGHT) A ROMANIAN, SERBIAN, AND GREEK SOLDIER.

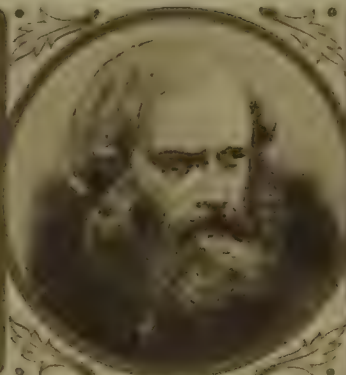
"Commenting on the situation in the Balkans as it was when this drawing was published, we wrote: 'It was announced last week that Roumania had declared war upon Bulgaria, that her forces had crossed the Danube and occupied Silistra.' In 1912, Bulgaria, Serbia, Greece, and Montenegro had combined to form the Balkan League against Turkey." (From our issue of July 19, 1913.)



## FAMOUS COLLABORATORS OF THE PAST.



**BIRKET FOSTER (1825-1899).**  
A landscape-painter of high repute. Drew for "The Illustrated London News." Member of Royal Society of Painters in Water Colours, 1861.



**H. K. BROWNE (1815-1882).**  
Famous under the name of "Phiz" as illustrator in the original editions of Charles Dickens. Worked also for "The Illustrated London News."



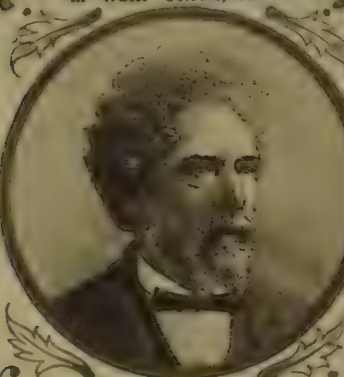
**KATE GREENAWAY (1846-1901).**  
Member of Royal Institute of Painters in Water Colours. Some of her early works are in "The Illustrated London News."



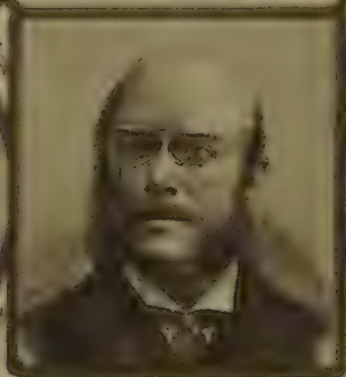
**CHARLES KEENE (1823-1891).**  
An artist of great importance, as water-colourist, draughtsman, caricaturist, and engraver. Contributed to "Punch" and to "The Illustrated London News."



**JOHN LEECH (1817-1864).**  
Perhaps the greatest of British humorous artists. A magnificent draughtsman, and on the staff of "Punch" for twenty years. Contributed to this journal.



**H. G. HINE (1811-1895).**  
A distinguished painter and engraver. Vice-President of the Royal Institute of Painters in Water Colours. Contributed to the first volume of this journal.



**MELTON PRIOR (1845-1910).**  
The best known of all this journal's War Artists and Correspondents. Beginning with the Ashantee War, illustrated all the important wars until his death.



**F. BARNARD (1846-1896).**  
A fine humorous artist, well known for his illustrations of Dickens. A frequent contributor to the Christmas Numbers of "The Illustrated London News."



**HARRY FURNISS (1854-1925).**  
At one time Special Artist for "The Illustrated London News." Began illustrating "Punch's" "Essence of Parliament." A popular caricaturist and writer.



**R. T. LANDELLS (1833-1877).**  
Special War Artist for "The Illustrated London News." Schleswig-Holstein, 1864; Franco-German War. Received Prussian Order of Iron Cross.



**W. L. THOMAS (1830-1900).**  
Painter and engraver. Was on the staff of "The Illustrated London News," and in 1869 founded the "Graphic." A pupil of W. J. Linton.



**W. SIMPSON (1823-1899).**  
From 1866 for many years Special War Artist: Abyssinian Expedition, 1868; Afghan War, 1879; and many others. Member of the Royal Institute.



**A. FORESTIER (1854-1930).**  
Famous for his reconstruction drawings of primitive Man and archaeological subjects for this journal. Also illustrated many historic events for us.



**CATON WOODVILLE (1856-1927).**  
Called "the English Meissonier." Special Artist for "The Illustrated London News" in India, Morocco, North America, and many other parts of the world.



**W. J. LINTON (1812-1898).**  
One of the most remarkable of wood-engravers, who did much of his best work for "The Illustrated London News." Member of the National Academy, 1882.



**DOUGLAS JERROLD (1803-57).**  
Playwright and author. Wrote "Black-eyed Susan" and other successful plays. Edited his own Magazine and "Lloyd's Weekly Newspaper."



**HALL CAINE (1854-1931).**  
Afterwards Sir Thomas Henry Hall Caine. Distinguished novelist and "Spokesman of the Manx nation." Wrote "The Scapegoat," published in this Journal.



**EDMUND YATES (1831-1894).**  
Dramatic critic, journalist, and magazine editor. Author of "Broken to Harness" and other novels. Proprietor and editor of the "World" newspaper.



**MARK LEMON (1809-1870).**  
One of the founders, and first editor, of "Punch." Playwright and novelist. At one time dramatic critic of "The Illustrated London News."



**THOMAS HARDY (1840-1928).**  
The great novelist and poet, and author of "The Dynasts." His story, "The Pursuit of the Well-beloved," first appeared in "The Illustrated London News."



**ANDREW LANG (1844-1912).**  
Distinguished man of letters. Contributed a weekly causerie, "At the Sign of St. Paul's," to "The Illustrated London News." A versatile and prolific writer.



**H. RIDER HAGGARD (1856-1925).**  
Author of "She" and many other romantic tales. We published several of his stories.



**GEORGE MEREDITH (1828-1909).**  
The great novelist and poet. Contributed verses to the columns of this paper.



**DR. ANDREW WILSON (1852-1912).**  
Contributed "Science Jottings" to "The Illustrated London News" until his death.



**WALTER BESANT (1836-1901).**  
Afterwards Sir Walter Besant. Distinguished English novelist. Wrote "Armored of Lyonesse" and other stories and articles for "The Illustrated London News."



# THE ODD SIDE OF THINGS.



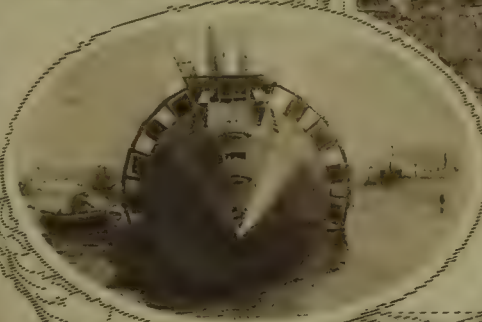
**CHESS BY THE ELECTRIC TELEGRAPH: TELEGRAPHING MOVES FROM NINE ELMS STATION TO THE PLAYERS AT PORTSMOUTH.**

"The great game of Chess by the Electric Telegraph was . . . played by Mr. Staunton [our Chess Editor] and Major Kennedy at the Portsmouth terminus, and Mr. Walker, the celebrated player, and another gentleman at the Vauxhall terminus." The moves were taken to the signal-rooms by messengers. (From our issue of April 12, 1845.)



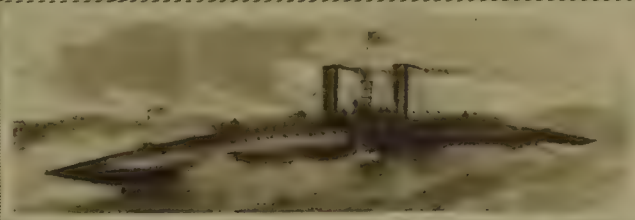
**IN THE CRYSTAL PALACE AT SYDENHAM: "THE EXTINCT ANIMALS" MODEL ROOM.**

"A representation of the workshop in which Extinct Animals, modeled to the size of life from their remains, in living attitudes, are being prepared." (From our issue of December 31, 1853.) These models still exist in the grounds.



**THE WINANS IRON OCEAN STEAMER—AN END VIEW; AND AT SEA.**

The Winans pioneered; "discarding sails entirely." (From our issue of November 27, 1853.)



**"THE GREAT SEA-SERPENT": THE ENORMOUS APPARITION WHEN FIRST SEEN FROM H.M.S. "DAEDALUS."**

Captain McQuhae reported that this sea-serpent had been seen by him and by other officers while the "Daedalus" was in the South Atlantic Ocean, south of St. Helena, on August 6, 1848. He supplied the Admiralty with details and the sketch from which this drawing was made. The sea-serpent was said to be about 100 feet long. (From our issue of October 23, 1848.)



**"A RAILWAY FRACAS": THE EAST LANCASHIRE COMPANY AND THE LANCASHIRE AND YORKSHIRE BLOCKING THE LINES AGAINST ONE ANOTHER.**

The East Lancashire and the Lancashire and Yorkshire fell out as to the methods employed for estimating the toll paid by the former to the latter for the use of certain lines. As a result, the L. and Y. blocked the E. L. line at the junction, Clifton Station, near Manchester; and the E. L. retaliated by blocking the L. and Y. line at the same point. Both used trains as obstacles. (From our issue of March 24, 1849.)

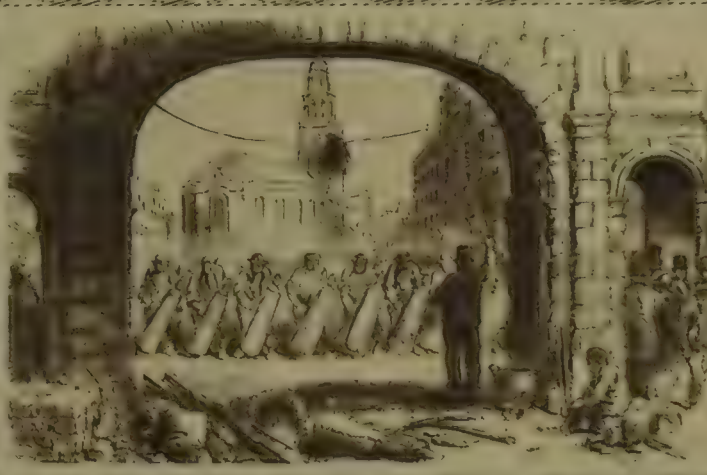


**A FLOATING CHURCH FOR SEAMEN AND BOATMEN: ON THE DELAWARE BEFORE BEING TOWED TO PHILADELPHIA.**

We remarked: "The Floating Church will be a great novelty and ornament in Philadelphia, where so few spires are to be seen. . . . The building is firmly fastened on a substantial deck 38 feet by 90, with guards extending 8 feet outside around it, and resting on two boats of 80 tons each. The Church will seat 500." (From our issue of February 10, 1849.)

**PAVING THE STRAND WITH GRANITE: LOOKING THROUGH TEMPLE BAR TOWARDS ST. CLEMENT DANES.**

"The present mode of paving the roadways of the metropolis almost precisely corresponds with that adopted in the streets of Pompeii." (From our issue of April 26, 1851.)





## 1932: ROYAL ACTIVITIES—ALDERSHOT, CUP FINAL, SHAKESPEARE FESTIVAL.



THE QUEEN'S INTEREST IN THE "MECHANISED" ARMY: HER MAJESTY INSPECTING A "TANKETTE" AT ALDERSHOT.

It is interesting to compare the illustrations of recent royal activities, given on this page, with those showing some typical royal occasions of bygone days reproduced on other pages from past issues of "The Illustrated London News" during the ninety years of its existence. The above two photographs were taken at Aldershot on April 22, when the King, accompanied by the Queen and the Princess Royal, made an informal tour of the camp and saw many phases of



THE KING, ACCOMPANIED BY THE QUEEN, INSPECTING A PARADE OF MECHANISED MACHINE-GUNS, TRANSPORT, AND TRENCH MORTARS, DURING HIS MAJESTY'S RECENT TOUR OF THE MILITARY CAMP AT ALDERSHOT.

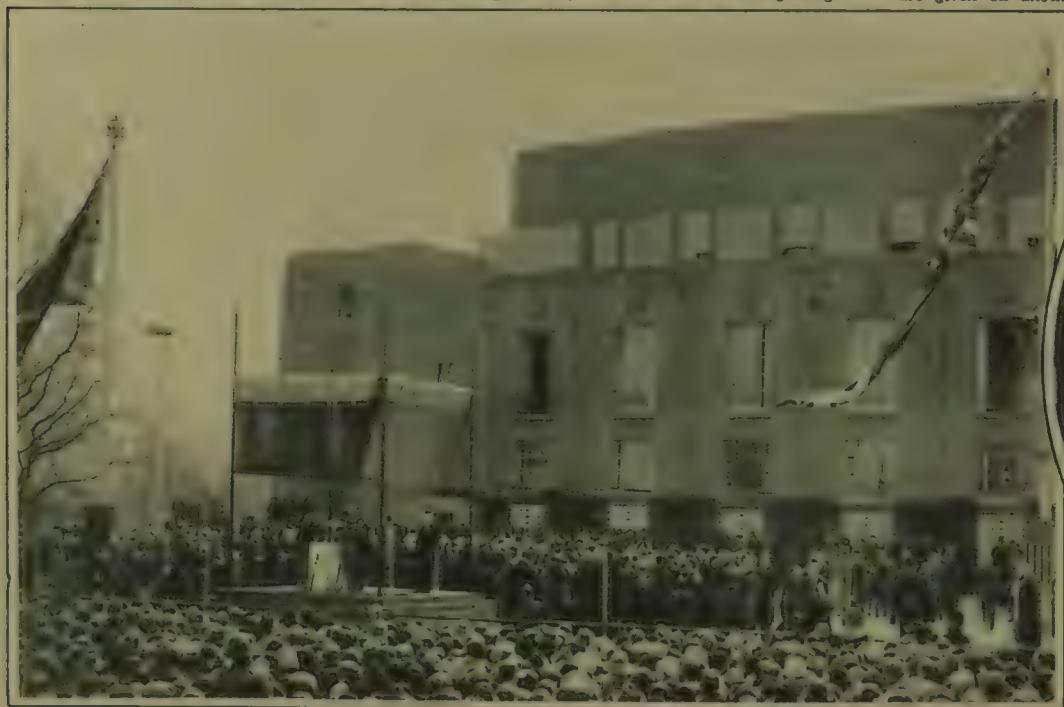
military training. After visiting the Cavalry Barracks, and watching anti-aircraft guns and an artillery brigade, their Majesties went to the parade ground of Gibraltar Barracks, where they saw the Engineers engaged in bridging operations. At the other end of the parade ground were the mechanised machine-guns of a composite company from the 6th Infantry Brigade, and to this section the King paid specially close attention.



THE KING AT THE CUP FINAL: HIS MAJESTY SHAKING HANDS WITH THE ARSENAL TEAM BEFORE THE MATCH IN WHICH THEY WERE BEATEN BY NEWCASTLE UNITED. The King and Queen, accompanied by the Princess Royal and the Earl of Harewood, and attended by the Dowager Countess of Airlie and Lt.-Col. Lord Alastair Innes-Ker, were present in the Empire Stadium at Wembley, on April 23, to see the final match for the Football Association Challenge Cup. The royal party was the largest that has ever attended a Cup Final. They were loudly cheered, and the National Anthem was sung with special fervour at the beginning



THE QUEEN PRESENTING THE MEDALS TO THE WINNING TEAM (NEWCASTLE UNITED): HER MAJESTY, WITH THE KING BESIDE HER, IN THE STADIUM AT WEMBLEY. and again at the end of the match. Before the game began his Majesty went on to the ground and shook hands with the two competing teams—Newcastle United and the Arsenal. Newcastle won by two goals to one. One of their goals caused some dispute, and voices were heard in protest, but the referee adhered to his decision. Photographs of the play, illustrating this incident, are given on another page in this number.



THE ROYAL OPENING OF THE NEW SHAKESPEARE MEMORIAL THEATRE AT STRATFORD-ON-AVON: A GENERAL VIEW OF THE SCENE DURING THE SPEECH OF THE PRINCE OF WALES (AMONG THE GROUP ON THE DAIS IN THE LEFT BACKGROUND).

The Prince of Wales travelled by aeroplane from Windsor to Stratford-on-Avon, on April 23, to open the new Shakespeare Memorial Theatre. Sir Archibald Flower, Mayor of Stratford, conducted him to the King's Flag, and, as he unfurled it, the flags of seventy other nations were simultaneously broken by their representatives. In his speech the Prince said that the new theatre "is not alone the tribute of England to her great son, but also, and even more, the tribute of



THE LADY ARCHITECT PRESENTED: THE PRINCE OF WALES GREETING MISS ELISABETH SCOTT, WHO DESIGNED THE NEW SHAKESPEARE MEMORIAL THEATRE.

the whole civilised world to a great world-figure"; and he made special reference to the generous help from America. After his speech, the Prince was escorted by Miss Elisabeth Scott, the architect of the theatre, to the main door, which he opened with a silver key. He then took his place in the Royal Box, at the back of the dress circle, for the inaugural performance of "Henry IV." It was preceded by the singing of the National Anthem.



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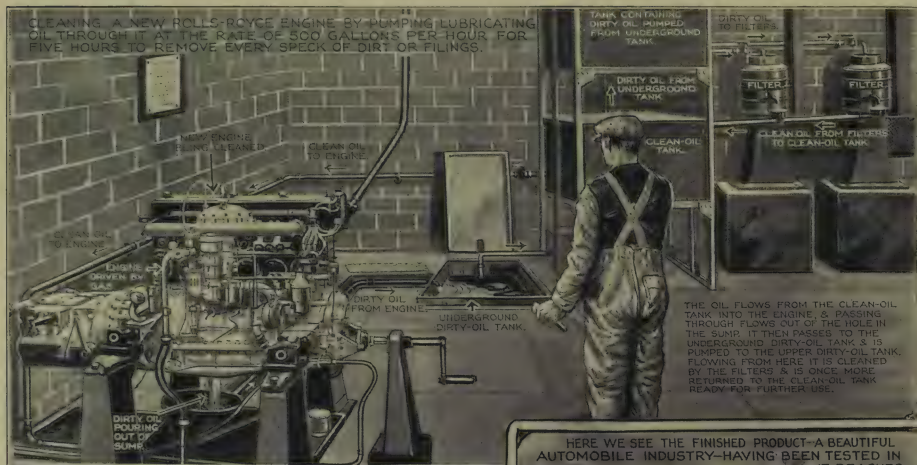


# "Made Like a Rolls-Royce": Tests that Render

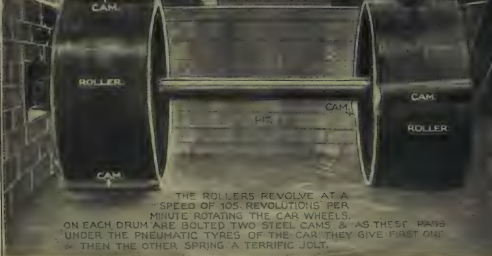
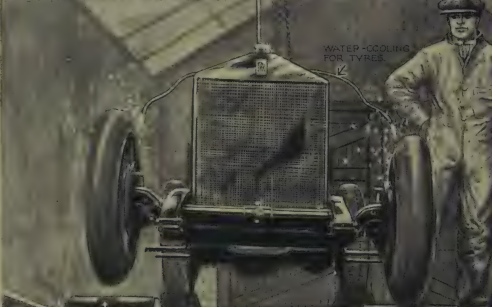
DRAWN BY OUR SPECIAL ARTIST, G. H. DAVIES.

# This Phrase a World-wide Standard of Efficiency.

IN THE WORKS OF ROLLS-ROYCE, LTD., AT DERBY.

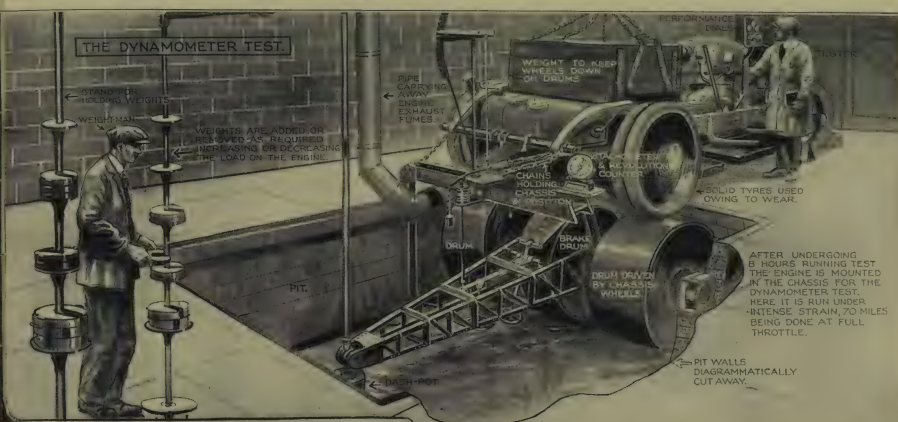


SPECIAL TEST OF THE SPRINGS OF A ROLLS-ROYCE—EQUIVALENT TO BOUNCING THE CHASSIS OVER THE WORST OF ROADS AT APPROXIMATELY 15 MILES PER HOUR—A TRULY TERRIFIC TEST LASTING ABOUT 100 HOURS.



## SECRETS OF ROLLS-ROYCE PERFECTION: A FEW OF THE RIGOROUS TESTS APPLIED

There are things Old England still produces so pre-eminently excellent that the whole world acknowledges their superiority, and not the least of these are the Rolls-Royce motor-car and aero engine. The name stands for a perfection of workmanship and material. This alone, however, would not produce that reliability that makes Rolls-Royce a standard of efficiency. Every tiny item in engine and chassis undergoes super-tests before being inserted, and, when engine and chassis are assembled, very rigorous running tests ensue. Every lucky buyer of a new Rolls-Royce knows that his car has endured nine weeks of trial and tribulation. These drawings show just a few of these tests, but enough to indicate extreme thoroughness. One test of the newly assembled engine is its "baptism of oil." The engine, driven by coal gas, has 500 gallons of lubricating oil an hour pumped through it for five consecutive hours. All foreign matter is thus eliminated. Another severe test follows when the engine is placed in its chassis. The driving-wheels, temporarily shod with solid tyres



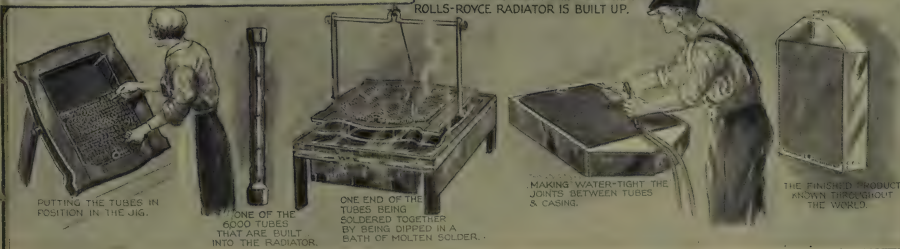
EXAMPLE OF THE WORK OF THE BRITISH ALL MANNER OF WAYS FOR FIVE WEEKS BEFORE ITS OWNER.



TESTING A NEW ROLLS-ROYCE ON A BAD BIT OF ROAD, THE HIDEOUS TESTING RIG BODY WHICH IS OF THE WORST DESIGN POSSIBLE, EMPHASIZES EVERY TRANSMISSION NOISE & MAGNIFIES IT RAUCOUSLY FOR THE BENEFIT OF THE LISTENING EXPERTS.



HOW THE WONDERFULLY EFFICIENT ROLLS-ROYCE RADIATOR IS BUILT UP.



## TO EVERY NEW CAR: AND THE MAKING OF THE FAMOUS RADIATOR.

(pneumatics would not stand the strain) are placed on two large drums sunk in the ground. The chassis is secured by a great weight. The wheels rotate the drums, which represent the "road." Between the drums is the brake-drum attached to the dynamometer. Weights represent the gradients, and thus the car "climbs" the steepest "hills." Ten minutes each in first, second, and third gear at 2000 r.p.m.—seventy miles roaring away at full throttle, under the critical tester's expert eye. Next we see a special test for springing. The chassis and front wheels (with pneumatic tyres) are placed on two drums, which are driven and rotate the car wheels. These drums have bars of steel bolted to them. When they revolve, the bars come under the tyres, and cause vicious jolting, as if a madman were driving on a "nightmare" road. Now watch a new chassis, disfigured by the worst body ever designed, splashing along a muddy lane. Inside experts listen for any noise, raucously emphasized by this "Testing Rig" body. Other illustrations show how the famous Rolls-Royce radiator is built.





“And the bye . . . .  
*that, my lad,*  
*will cost you*  
*two ‘North British’”*



It is not that you wish to rub it in *too* hard . . . . he played a very sporting game . . . . but he *had* been asking for a hiding for weeks past. And, by Jove, he got it. From the moment you took that “North British” out of the bag, he never stood a chance. Your drives got longer — yards longer — and

straighter, though there was a beast of a cross wind. More important still, you got your tail up and he got his *down*. That’s why it pays to play a “North British” . . . . its unfailing accuracy gives you confidence . . . . its extra length adds a new zest to your game.

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1932—THE VOLCANIC ERUPTIONS IN THE ANDES: ASHES BLOWN HUNDREDS OF MILES.



1. THE SQUARE IN CURICO COVERED WITH VOLCANIC ASH; 2. A TRAIN ON THE ASH-STREWN TRACK AT MOLINA STATION, CHILE; 3. WHITE ASH, EJECTED FROM VOLCANOES 700 MILES AWAY, COVERING THE PARKING STATION IN FRONT OF THE G.P.O., BUENOS AIRES; 4. A MOTOR-CAR COVERED WITH ASH OUTSIDE VALPARAISO; 5. CHILDREN MAKING "SNOW" CASTLES WITH THE WHITE ASH AT CURICO.

The remarkable outburst of volcanic activity in South America, which began on April 10, was followed, as we noted in our issue of April 16, by a rain of ash over a wide area of the continent, seriously affecting places even as far from the eruptions as Buenos Aires, some 600 miles away. In cities the ash-laden atmosphere caused coughing and weeping. The fear that rural districts would suffer was allayed by the belief that the volcanic ash would fertilise the crops.

1932—A CRITICAL POSITION IN PRUSSIA AFTER THE RECENT ELECTIONS.



THE PRUSSIAN ELECTIONS: 1. HERR HITLER (CENTRE) SPEAKING AT A MEETING IN THE SPORT PALACE, BERLIN; 2. HERR OTTO BRAUN, THE SOCIALIST PRIME MINISTER OF THE EXISTING PRUSSIAN GOVERNMENT; 3. PRESIDENT VON HINDENBURG LEAVING A POLLING STATION AFTER RECORDING HIS VOTE.

According to provisional semi-official figures announced, the new Prussian Diet will contain 422 members, and among these the principal parties are represented thus: Nazis (Hitlerites), 162; Socialists, 93; Centre, 67; Communists, 57; Nationalists, 31. No immediate upheaval is anticipated, as there will be some weeks for inter-party bargaining. The old Diet does not formally cease to exist till May 20. Although Herr Hitler's party has so greatly increased in strength, the danger of a Nazi dictatorship is regarded as postponed, owing to difficulties of coalition. At the moment of writing, three possibilities are suggested—(1) A majority Government based on coalition with the Catholic Centre Party (not considered likely); (2) A deadlock—no party securing the absolute majority requisite for electing a Premier—in which case the existing Cabinet would continue, but without its present head, Herr Otto Braun; (3) The administration of Prussia by the Reich.





"HAMLET": BY THE LATE SIR WILLIAM ORPEN, R.A.

General of the pictures in this year's Royal Academy Exhibition provides interesting matter for comparison, in regard to subject, with some of the scenes represented in illustrations from past issues of "The Illustrated London News" reproduced in this number. Thus, the late Sir William Orpen's "Hamlet" may be compared with such a drawing as that given on another page showing Queen Victoria at a State performance at Her Majesty's Theatre.



"THE GOLD VAULTS": BY COLIN GILL.

The subject of Mr. Colin Gill's picture affords a parallel with that of an old drawing of the Bank of England reproduced in this number published eighty-seven years ago, in our issue of March 6, 1845, and showing a compartment in the bullion vault—sticking bags of dollars. The drawing shows that the vaults in those days were lit with gas. The dress of the official provides a contrast with present-day fashion in masculine attire.



"THE EARL AND COUNTESS OF STRATHMORE IN THEIR DRAWING-ROOM AT GLAMIS": BY FREDERICK W. ELWELL, A.R.A.

Mr. Elwell's picture here reproduced has a twofold interest, both as a striking example of portraiture combined with an "interior," and as a personal record of two very well-known people in familiar surroundings. It is hardly necessary to recount the Earl and Countess of Strathmore and Kilmarnock are the parents of the Duchess of York, and that Glamis Castle, the Earl's historic seat in Forfarshire, was the home of her childhood.

Our readers will appreciate the fact that, as this issue of "The Illustrated London News" is our Ninetieth Birthday Number and, in consequence, has much to do with the past, there is comparatively little space in it to deal with the present. For that reason, we ask them to be content, for the moment, with this double-page of notable pictures in this year's Royal Academy.

## 1932—THE ROYAL ACADEMY:

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"THE SAMPLER": BY L. CAMPBELL TAYLOR, R.A.

There is, of course, no very close parallel to be drawn between this picture and any one illustration reproduced in the present issue from our back numbers. In a general way, however, it is interesting to compare the costumes of the woman, and the general style of interior decoration, as a modern retrospect into the age of samplers, with kindred accessories in some old woodcuts which actually date from the period.—*The Courtiers of Stairs. Front and Rear. L&L*



"AT THE ARTS CLUB, 1931": BY A. T. NOWELL.

It is interesting to compare this group of artists of the present day with some of their confreres of a bygone period, shown on another page in this number illustrating former collaborators on "The Illustrated London News." Such a comparison shows the types of men prominent in the art world at different times. In the left foreground of Mr. Nowell's picture, it may be added, seated on the sofa, is the figure of Sir David Murray.

## SOME MEMORABLE PICTURES.

BY "ROYAL ACADEMY ILLUSTRATED."



"THE OPENING OF PARLIAMENT, OTTAWA, 1931": BY H. E. THE EARL OF DESBOROUGH, GOVERNOR-GENERAL OF CANADA. BY RICHARD JACK, R.A.

Ottawa is of great interest this year in view of the forthcoming assemblage there of the Imperial Economic Conference. Although on other pages of this number we illustrate, from past issues of this paper, incidents at the opening of Parliament both by Queen Victoria and King Edward, the details do not provide a comparison with a general scene as above.



"HILAIRE BELLOC, C. K. CHESTERTON, AND MAURICE BARING" (CONVERSATION PIECE): BY H. JAMES GUNN.

Readers of "The Illustrated London News" do not need to be told that Mr. Chesterton (here seen seated on the left, facing Mr. Belloc) is the writer of "Our Note-Book," a regular feature of this paper which he has contributed for over twenty-five years. This portrait group, again may be compared, on the literary side, with the illustrations of our bygone collaborators.

The Private View of which was arranged for April 29, and the public opening for May 2. A considerable number of other works exhibited will appear in our next issue. Those given here have been selected because they can mostly be paralleled to some extent with pictures from "The Illustrated London News" of years ago—not, of course, in style, but frequently in subject.



"THEIR MAJESTIES' COURT, BUCKINGHAM PALACE, 1931": BY SIR JOHN LAVERY, R.A.

Royal ceremonial has in all ages been a frequent subject of representation in art, and examples of kindred occasions may be found among some of the old-time illustrations from our pages reproduced in the present number. Sir John Lavery's picture is of great interest both as showing the character of a modern Court ceremony, and as an example of a modern artist's treatment of such a scene in our own day.



"H.R.H. PRINCESS ELIZABETH OF YORK": BY EDMOND BROCK.

This charming portrait of Princess Elizabeth, who celebrated her sixth birthday on April 21, affords a very interesting parallel to our depictions of Royal children of other days, reproduced in this number from past issues of "The Illustrated London News." One such drawing, in particular, may be recalled—that of Queen Victoria and the Prince Consort, with four of their children, at Kingston on the occasion of the Queen's first visit to Ireland.



## 1932—THE CAMERA AS RECORDER: NEWS BY PHOTOGRAPHY.



THE FILM OF THE CUP-TIE FINAL WHICH IS HELD TO PROVE THAT THE BALL WAS OUT OF PLAY IMMEDIATELY BEFORE THE SCORING OF NEWCASTLE'S FIRST GOAL: HOOKING IN THE PASS FROM WHICH ALLEN SCORED (ARROW).

We reproduce here a "shot" from the British Movietone News film of the Cup Tie Final which seems to show that the ball had crossed the goal-line just before the scoring of Newcastle's first goal, which brought them level with Arsenal. A Newcastle United player is seen hooking the ball into play. From this position it was centred, and Allen scored the goal. There were some protests, but the referee stuck to his decision, and no motion was made towards the linesmen or by them. The cinema "shot" appears to indicate that the referee, who is outside the penalty



THE DISPUTED NEWCASTLE GOAL: A PHOTOGRAPH SHOWING ALLEN BEING CONGRATULATED AFTER THE GOAL (LEFT); THE ARSENAL GOALKEEPER (CENTRE) RUNNING TOWARDS THE REFEREE (EXTREME LEFT); AND ARSENAL PLAYERS PROTESTING AND POINTING TOWARDS THE GOAL-LINE.

area, had his line of vision interrupted by at least one player. A linesman is seen some distance behind the referee.—(First Photograph by British Movietone News.)



THE FORUM OF CÆSAR REOPENED: A STATUE OF JULIUS CÆSAR (FROM THE OLD SENATE HOUSE) SET UP IN THE FORUM.

The partially excavated Forum of Cæsar was reopened on April 21, the birthday of Rome. We show here the bronze reproduction of a very old statue of Julius Cæsar, which has been placed in the Forum. This stood for many years in the old Senate House. In the Forum of Cæsar, Cæsar built his famous temple to Venus Genetrix, patroness of his gens.



THE NEWLY DISCOVERED FRANZ HALS: "THE SMUGGLER," WHICH WAS FOUND IN AN IRISH COUNTRY HOUSE, AND WILL BE SOLD BY SOTHEY'S IN JUNE.

Franz Hals's picture of "The Smuggler," which is illustrated here, will appear in a sale arranged by Messrs. Sotheby's for June 9. It is said to be unknown to the authorities on Hals. It was discovered recently by the auctioneers' expert in an old country house in Ireland. The owner, Miss Vera Bellingham, had no idea that it was by Hals. "The Smuggler" is in some ways reminiscent of the same artist's well-known "Hille Bobbe." The size of "The Smuggler" is 33 in. by 26 in.



MR. MACDONALD ON HIS WAY TO GENEVA: THE PREMIER INSPECTING THE GUARD OF HONOUR AT LE BOURGET.

Mr. MacDonald arrived at Le Bourget, Paris, on the afternoon of April 20. The Fairey III. F. machine of No. 24 Squadron in which he flew was escorted by two other machines of the same Squadron. The French Under-Secretary for Air and the British Minister and Air Attaché were waiting to receive him. Mr. MacDonald inspected the Guard of Honour.



THE NEW BISHOP OF SOUTHWARK.

The Rt. Rev. R. G. Parsons, Bishop Suffragan of Middleton. Appointed Bishop of Southwark, the See vacated by the translation of the Rt. Rev. C. F. Garbett to the Bishopric of Winchester. Is forty-nine years old.



MR. A. GREENWOOD.

Winner of the Wakefield by-election by a majority of 344 over the National Conservative candidate. The first Socialist gain since the General Election. Mr. Greenwood was Health Minister in the Labour Government.



MR. E. T. SCOTT.

Editor of the "Manchester Guardian" since 1929. Drowned on April 22. Born, 1883. Studied at London School of Economics. Served in the R.F.A. during the war, and was taken prisoner in the German offensive of 1918.



SIR ARCHIBALD FLOWER.

Chairman of the Trustees and Guardians of Shakespeare's birthplace, and of the Council of the Shakespeare Memorial Theatre. Chairman at the banquet luncheon at the opening of the new Theatre.



BRIG.-GEN. ASPINALL-OGLANDER.

Compiler of Vol. II. of the Official History of the Great War, which deals with Gallipoli, and has been the subject of much discussion (published by Messrs. Heinemann). Acting Chief of Staff to General Birdwood at Gallipoli.



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M A D E I N E N G L A N D  
ON THE GREAT WEST ROAD NEAR LONDON



## MOTORING IN THE "EARLIES."

By H. THORNTON RUTTER.

ABOUT forty years ago I was a passenger in a Panhard car built in 1891. It was my initiation into motoring. I little realised then that this two-cylinder, 4½-h.p. engined car, with its chain-driven rear-axle, gear-box, and countershaft, was to be the

the "Emancipation run to Brighton," and the hated red flag was torn to pieces.

I shall never forget that morning, as thirty-three cars, motor-tricycles, tandem motor-cycles, charabancs, and parcels motor-vans entered by the firms of Peter Robinson and Whiteley, together with a motor-omnibus from Harrods Stores, started from the Hotel Metropole, Northumberland Avenue, to travel to Brighton. Several Daimler cars, Beeston motor-cycles, and Walter Bersey's electric cab, formed the English-built contribution to that cavalcade, of which twenty-two eventually reached Brighton. About a year later, Dec. 7, 1897, Mr. Fred Sims organised and started the Automobile Club of Great Britain and Ireland, known now as the Royal Automobile Club, as by that time some 250 motorists existed in England, Scotland, Wales, and Ireland.

The early French motorists had demonstrated that it was only by public trials and exhibitions that prejudice against the horseless carriage could be overcome. So the first business of the newly formed A.C.G.B.I. was to run trials to popularise motors. Also, such events were beneficial in discovering their faults, and so helping to obtain improvements in the machines. It is exactly thirty-two years ago since the Automobile Club began their 1000-miles reliability tour of England, from London to

Edinburgh, with whole day exhibitions of the vehicles in the principal provincial cities. Late April and early May were kind to the eighty-four motors which entered for that trial.

Looking back at those cars, one realises how crude

quadricycle; with Léon Bollée, Benz, Panhard, and other foreign cars to complete the field. All of these were very small motors as compared to present-day engines, but this 1000-miles trial was a landmark in British motoring history, as it demonstrated that the petrol-using, self-propelled

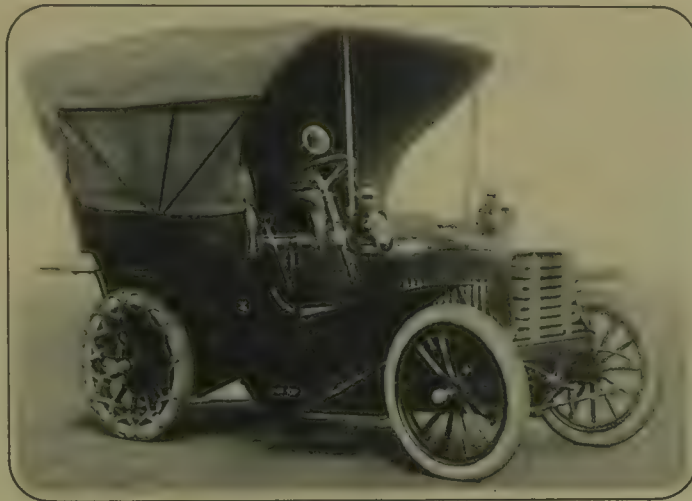


1897: THE FIRST ROYAL DAIMLER—A 6-H.P. CAR SUPPLIED TO THE PRINCE OF WALES, AFTERWARDS KING EDWARD VII.

direct ancestor of the luxurious motors of the present day. Yet that car was the first practical self-propelled carriage driven by the internal-combustion (petrol-using) engine, first designed in 1884 by the German engineer, Herr Gottlieb Daimler. Panhard-Levassor-Daimler car was its title, as the French firm of Panhard and Levassor had acquired the Daimler rights for France. Since that year there have been few types of cars built which I have not either driven or ridden in, if their power unit was a petrol-burning motor.

Steam road vehicles had previously tried to find favour with the public, but had failed. It was not until the first Paris to Rouen race, or reliability trials, on Sunday, July 22, 1894, that the public realised that motor-cars had come to stay and entirely alter all former ideas of road transport. There were 102 entries, including one English "electro-pneumatic" car which did not materialise, but only twenty-one motor-vehicles took part in that event. Already a few venturesome spirits had bought foreign cars and tried them in England, but, as the law at that time insisted on a man holding a red flag walking in front of the "road locomotive," much trouble ensued.

The Paris to Rouen event woke up Great Britain to the possibilities of the self-propelled road carriage. So Coventry, Birmingham, London, Wolverhampton, and Manchester began experimenting in the production of motor-cars at that date. It also started the agitation in England which produced the Motor Car Act of 1896, by which it was legally permitted to travel at a maximum speed of twelve miles an hour on



1903: A SUNBEAM FITTED WITH A 10-12-H.P. FOUR-CYLINDER ENGINE.

This car is particularly interesting as boasting one of the earliest types of hoods fitted to open cars—a "Cape Cart" hood. Note also the large horn mounted on the centre of the steering-wheel, and the non-skid, steel-studded treads strapped to the rear wheels.

they were in comfort for their occupants. No wind-screens, no doors, seldom any hood, tiller steering or an upright steering-column, chain or belt transmission, and noisy engines and gears—yet what an adventure the 1000-miles run was! How different from the Torquay Rally, run by the same Club in March this year, where we drove in the cosy comfort of well-cushioned seats, in enclosed saloons replete with heating and ventilation contrivances, automatic gear-boxes, silent engines, and quiet gears! That also was 1000 miles, but we only took forty hours for the trip, as compared with over a week in 1900.

The English cars in that 1900 trial were Napiers of

6 h.p., 8 h.p., and 16 h.p.; Daimlers of 6 h.p. and 12 h.p.; the 6½-h.p. M.M.C.; 8-h.p. Lanchester; 5-h.p. Marshall; 3½-h.p. Star; 3-h.p. Wolseley voiturette and 4-h.p. Wolseley car; 2½-h.p. Ariel motor-tricycle; and 2½-h.p. Enfield



1900: THE FIRST WOLSELEY CAR, A 3-H.P. VOITURETTE. This car, the first Wolseley ever built, is here seen on the road in 1930. It won the first award in the Voiturette Class in the first 1000 miles reliability trial ever held in this country, in March 1900.

vehicle was a practical machine. At that trial, the cars had to cover the distances not exceeding twelve miles an hour, the legal speed-limit. But it was realised by that demonstration that progress could not be made unless that speed was increased by law. So the result led to the Motor Car Act of 1903, increasing the legal speed to twenty miles an hour.

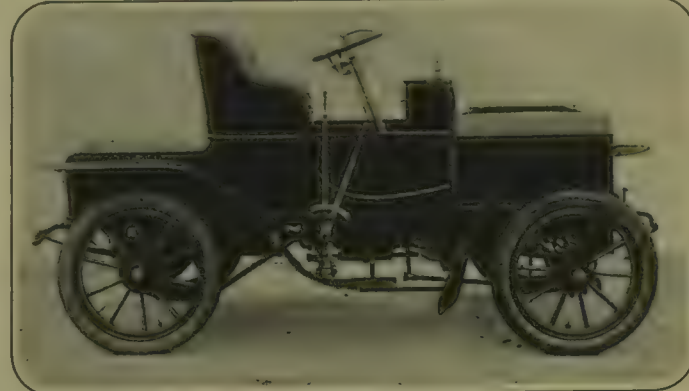
Another interesting event, the victory of a Napier car, driven by Mr. S. F. Edge, in the International Gordon Bennett Race in 1902, over a road circuit on the Continent, in which he and Mr. (now Sir) Herbert Austin on a Wolseley car were the only British entrants, also largely helped to increase the prestige of British cars. That victory started motor-racing in Great Britain, as, although it was not possible to obtain permission to close roads for racing in England, a special Act was passed in the House of Commons to allow the roads in Ireland to be used. So the motor-race for the Gordon Bennett Trophy was run in Ireland on July 2, 1903. That race, by the way, was won by Jenatzy at a speed of 49.2 miles per hour for the 327½-miles course. The next year France won the race at an average speed of 54½ miles an hour.

In 1905 the Automobile Club held the first Tourist Trophy motor-car race in the Isle of Man, afterwards followed by annual races on that road course, which greatly helped to improve British cars. Also, in August 1905, Charles Jarrott, S. F. Edge, and Amery Parkes founded the Automobile Association, whose primary object



1904: A STANDARD CAR IN THE "EARLIES" OF MOTORING.

the Queen's Highway. This Act came into force on Nov. 14, 1896, so the Motor Car Club organised a run of motor-vehicles from London to Brighton on that day. "Liberty Day" it was styled by the Press at that date, but in after years it became known as



1905: THE 7½-H.P. TWO-CYLINDER BEESTON ROYAL HUMBERETTE. This was very popular in 1905. Priced at £200, it then represented excellent value. The first Humber car was manufactured in 1900.

was to place cyclist scouts on the Brighton road from London to warn motorists when the police were timing a measured distance, in order to issue

(Continued on a later page.)





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### THREE GENERATIONS OF "THE ILLUSTRATED LONDON NEWS."

(Continued from Page 676.)

searching for better and quicker printing machines, and persuading engineers to perfect them. Dissatisfied with his paper-surface, he started a mill of his own, which supplied paper on which wood-blocks could be reproduced with an excellence never before reached in rapid production.

Innovation was also the keynote of his circulation campaigns. London having been captured, he organised local appeals to the countryside and the provincial towns. When a new Archbishop of Canterbury was installed, every clergyman in the country received the issue containing illustrations of the event, and a permanent large increase resulted. The circulation reached 60,000 at the end of the first year, and the peak of success seemed to have been reached with 80,000 in 1848; but by 1851 it had touched 130,000.

The editorial contents also widened, and before many years the *I.L.N.* became, in its illustrated showing of national and international events, what the *Times* was in written records. It set new standards of war correspondence with its vivid drawings from artists at the Crimean War. And when, in 1850, the Prince Consort finally overcame the violent opposition in Press and Parliament to his project for the Great Exhibition in Hyde Park, it was to the *I.L.N.* that Joseph Paxton, the horticulturist and garden architect, sent his rough plan for a huge glass building to hold the exhibits. The plan came through the *I.L.N.* to the notice of Prince Albert and Sir Robert Peel; and hence the Crystal Palace.

In an era of exaggerated insularity and national vanity, when Englishmen believed that the superiority of everything English over anything foreign was self-evident, the *I.L.N.* illustrators brought the outside world nearer to understanding. It was a much vaguer world than we know to-day. There was slight intercourse between Britain and the United States, then little more than a wide fringe along the Eastern shores, with Indian tribes and buffalo herds roaming the interior. Canada was a region confined to the River St. Lawrence and Lake Ontario; Africa was unknown except in Egypt and at the Cape; New Zealand had only one settlement, harried by warlike Maoris. Only sailors, traders, and explorers travelled far afield. Continental visits among the upper middle classes were confined almost entirely to Paris, Calais, and Boulogne, and among the rich to slow "grand tour" journeyings in large berlins, escorted by couriers.

It would be a just claim, if the *I.L.N.* cared to make it, that during the Victorian century it did more than any other medium in showing Britain the foreign world; and other races reciprocated by finding in its pictures of English life what an unlearned language could not teach. As Andrew Lang jingled in the Jubilee Number of 1892—

Through every land goes forth her hand,  
The Illustrated News;  
In temples of Roraima stand  
Framed fragments of her views.

Her pictures are the peoples' book;  
Those the unlettered please,  
And gladly on her pages look  
The Zulus and Chinese.

It did more for its founder than make him rich, famous, and a public figure—he represented in Parliament his native town of Boston (which erected a statue to him, showing an *Illustrated London News* bound volume), and in 1857 he was one of two sponsors of the Bill that repealed the paper duty. He became, through directing his journal, an understanding patron of literature, the arts, and the humanities. Without literary or artistic training of his own, he was accepted as a valued colleague by artists and writers, whom he stimulated into some of their best work, and to whom, for all his business talents, he was a liberal paymaster.

He used to advantage, besides Gilbert, such well-remembered brothers of the pencil as John Leach, Charles Keane, Kate Greenaway, Hablot K. Browne, and George Cruikshank, while Douglas Jerrold, Richard Garnett, and Shirley Brooks joined the famous among his regular literary contributors. The survivors of this glittering band in 1860, like his many friends in public life, mourned his death through the foundering of a pleasure-steamer on Lake Michigan in the United States, where he had gone for a holiday with his eldest son and an artist who was to sketch the Prince of Wales's projected visit to America. Scores of obituary notices praised his keen mind, his powers of organisation, and his open-hearted generosity.

Control was to become almost dynastic in the Ingram family, over a period longer than that of the Walter family over the *Times*. At the period of the founder's untimely loss, his remaining two sons were still at school; but although the journal passed for some years under the official direction of Messrs. Parry and Layton, Herbert Ingram's widow—later to become Lady Ingram-Watkin—kept them on her leading reins. An unusually strong-minded lady of character in that era when womanhood subdued itself, she saw to it that the journal's continuity of policy should stay intact until the younger Ingrams, William and Charles, grew up to be joint managing directors.

Sir William Ingram—he received a baronetcy in the 1890's, after representing his father's constituency of Boston in the Commons—had educational advantages denied to his father. From Winchester he passed to Trinity College, Cambridge, where he took a First in applied science before being called to the Bar; but, like the first Ingram, he included in his range of expert knowledge the technique of good printing. He brought into action the first rotary machine for printing illustrations in quantity; and in the early 'nineties he was largely concerned with introducing into general use the half-tone process, which brought direct photography into journalism. With C. K. Shorter, he founded the weekly *Sketch* in 1893.

Also like his father, Sir William interested himself closely in editorial policy and the choice of artists and authors. Hardy, Meredith, George Augustus Sala, Robert Buchanan, Walter Besant, Hall Caine, Rider Haggard, William Black, James Barrie, Melton Prior, Harry Furniss, Caton Woodville, and G. A. Storey—he published all these coming or established men frequently; and under him the *I.L.N.* won new laurels for its pictorial recording of the Gladstone-Disraeli battles in politics, and of the innumerable wars and frontier engagements of Empire consequence between 1870 and 1900.

After Sir William's retirement into politics, Charles Ingram remained as sole managing director for several years. Sir William's son, Mr. Bruce Ingram, had then arrived to maintain the family traditions. He chose the editorial direction for his particular province; and in 1900, when only twenty-three years old, he succeeded Clement K. Shorter as editor. He has occupied this post, as well as the editorship of the *Sketch*, without any break other than military absence between 1915 and 1918, when Mr. Ernest H. Goddard, the assistant-editor (who was awarded the C.B.E. in 1919) carried on for him.

(Continued overleaf.)



# Reflecting Age and Quality . . .



THIS is an untouched photograph of glasses containing a little 'Cordon Bleu' Brandy.

See how they reflect the shadow of the casks in which it lay, recalling, as you will when you taste it, the fact that it matured in them for thirty-five years.

Life in cask makes the perfect Brandy; the bottle is but a handy means of transferring it to your liqueur glass.

## Martell's Cordon Bleu



*Continued.*

His continued presence in the editorial chair precludes much that might be said concerning the *I.L.N.*'s virility and sound judgment since the passing of Queen Victoria; but it is permissible to record that he inherited, with the direction of the *I.L.N.*, the family insistence on progress in printing and production. After experiments with photogravure supplements, he caused the complete printing of *The Illustrated London News* and the *Sketch* to be done by photogravure—an innovation which has since been copied by many periodicals.

The *I.L.N.*, meanwhile, is the direct begetter of a dozen journals and several processes, besides being the ancestor of illustrated journalism in general. Its 1842 arrival was followed twelve months later—the year when Herbert Ingram branched out into colour printing with the monthly *Illuminated Magazine*—by *L'Illustration* in Paris and the *Illustrirte Zeitung* in Berlin. The illustrated *Harper's Weekly* of New York appeared in the *I.L.N.* manner during 1857, by which time Herbert Ingram had introduced colour supplements into the *I.L.N.* The *Graphic*, which came in 1869, was the creation of W. L. Thomas, one of the ablest among the *I.L.N.*'s early group of wood-engravers. Thomas, in 1889, further founded the *Daily Graphic*, the world's first illustrated daily; and the *Bystander* was a later offshoot from the same root. And early in the new century it was Shorter, another ex-associate of the *I.L.N.*, who brought into being first the *Sphere* and then the *Taller*.

The history of *The Illustrated London News* is twined round that of England so closely that no accurate pageant of the past ninety years would be possible without its files. It appeared when Trafalgar and Waterloo were as well remembered as are Jutland and the Hindenburg Line in 1932, when the *I.L.N.* presents its 4680th weekly issue. In the long interval, it has shown through pictures every event of note.

A few months back, when England was renewing herself and the producers of "Cavalcade" caught the national mood with a spectacle of her history between Victoria and to-day's George V., it was to *The Illustrated London News* that they inevitably went for their background; and *The Illustrated London News* as inevitably entered Mr. Noel Coward's dialogue. For, while it began as an experiment and grew gradually into a tradition, it has now become a national institution. A. B.

## BOOKS OF THE DAY.

TRAVEL has its charms even for the ignorant and unobservant, from the mere sense of novelty and change of scene. It is still more enjoyable to those with a keen eye for the beauty of landscape—or seascape—and for the variations of humanity and its ways in different lands. The greatest delights of travel, however, are reserved for those who already know something of the countries to be visited—their history, art, politics, religion, and mythology. Such preliminary knowledge is acquired mainly by reading, and I propose to mention a few books which, among them, will tell the prospective voyager a good deal about various parts of the world.

One of the pleasantest, if hardly the fullest, sources of information concerning foreign lands is afforded by the reminiscences of other travellers. Few writers have a richer fund of travel experience than the author of "ME AND MINE." A Medley of Thoughts and Memories. By Mrs. Alec-Tweedie, author-painter-traveller. With twelve Coloured Plates and forty-six other Illustrations (Hutchinson; 12s. 6d.). This is a book whose infinite variety, both of scene and interest, is worthy of Cleopatra. I resorted to the index for some reference to the author's general ideas on the advantages of *Wanderlust*, and sure enough there was an entry, "Travel, on"; but my luck was out, for it lacked the page number! However, I have spotted something to the point. In her chapter Days and Nights in the Far East, which contains, by the way, some shrewd comments on the relative mentality of the Chinese and Japanese, Mrs. Tweedie says: "... There is absolutely nothing like travelling abroad for enlarging one's mental horizon." Her present volume is dedicated to the memory of her two sons, one of whom was killed in action near Ypres, and the other—an officer of the R.A.F.—in an aeroplane crash in Transjordan six years ago.

Mrs. Tweedie's "rambling recollections," as she calls them, present a perfect kaleidoscope of cosmopolitan adventures. The scene opens in Pekin, where, "bruised and shaken by a Siberian railway accident," she was designing her future flat at the top of Devonshire House and at the same time planning a journey

to Japan, where she arrived just after the great earthquake. Her flat, with its roof-garden, was later to be the scene of "moonlight parties" at which she gathered celebrities literally by the hundred. She is, in fact, one of those people who has "known everyone worth knowing," but differs from most in having something of interest to say about them—an anecdote or a scrap of amusing conversation. To her literary accomplishments she has added the art of painting, and on this phase Mr. Louis N. Parker writes: "And when you think you have exhausted the list of her talents, here is an entire Bond Street gallery full of her pictures. Has she toiled many years in a Paris studio? Not she. She has grown weary of writing for the moment, so she has bought a box of colours and taken it to Siam or the frosty Caucasus, and in a month or two she has brought back all Siam or the frosty Caucasus blazing in her portfolio." The examples of her art here given as coloured plates indicate the extent of her travels. They include pictures of Venice, earthquake-stricken Yokohama, a Hawaiian volcano, a Pekin funeral, Indians at Amritsar, sketches in Czecho-Slovakia, and native warriors of the White Nile, not to mention Piccadilly Circus and Waterloo Bridge.

Although lacking any literature on the frosty Caucasus, I can recommend a book about Siam which should appeal strongly to Orientalists, and in particular to students of Eastern rites and symbolism—namely, "SIAMESE STATE CEREMONIES." Their History and Function. By H. G. Quaritch Wales, M.A., Ph.D., late of the Lord Chamberlain's Department, Court of Siam. With Frontispiece, forty-five Plates, and five Figures. (Bernard Quaritch; 25s.). This is a learned study of Indian culture living and flourishing in Siam. It is the result of several years' personal observation, and is believed to be the first attempt to deal with the subject in a detailed and scientific way; moreover, it obtained for the author his doctorate of philosophy at London University. While written primarily for scholars and historians, the book contains much concerning matters of fascinating interest to the general reader, as, for example, the extraordinary cult of the White Elephant. These royal beasts, we read, are "much in demand as a tourist sight." The illustrations, though technically

*(Continued on page 718.)*

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IT has long been the fashion to ignore the period just before and just after the Great Exhibition of 1851, and to look upon it as the last word in artistic banality. One is inclined to judge it by the reflected light of the Crystal Palace, and to take that immense conservatory as the measure of its achievement.

To me, and possibly to a great many other people, the genius of Dickens dominates the whole early part of the reign of Queen Victoria, and Dickens can hardly be said to have loved works of art as he undoubtedly loved his fellow-men. One is tempted to base a valuation of the taste of the age upon a few hints in "The Old Curiosity Shop," published in 1841 (in my opinion an unreadable novel—oh! that awful Dickensian sob-stuff!), and leave it at that, or else to indulge in a cheap gibe at the expense of the Prince Consort for clothing the gilt chairs at Balmoral in tartan petticoats. In either case we should be wrong, for, though they do not occupy a prominent position in the popular records of the age, there were none the less a great number of men who had both the taste and the knowledge to build up notable collections of just those works of art which we admire to-day. Nor is it fair to judge the serious and pedantic Albert by his odd notions of interior decoration, for we owe to him several fine primitives in the National Gallery, and the germ of the great collection at South Kensington. When this paper was founded the Marquess of Hertford was still busily engaged in getting together the marvellous



THE PORTLAND VASE AS WE ILLUSTRATED IT WHEN IT WAS SMASHED IN 1845: A CONTEMPORARY WOOD-CUT.

The Bow Street proceedings against the man who smashed the Portland Vase in the British Museum were reported in "The Illustrated London News" of February 15, 1845, with illustrations of the vase and an account of its history. It was first deposited on loan in the Museum in 1810. After its destruction it was skilfully pieced together again. In 1929 the Duke of Portland, its owner, placed it for auction at Christie's, but, as the highest bid (29,000 guineas) was far below the reserve, it was withdrawn, and kept for nearly three years in the vaults of a bank. On March 14 last it was stated that the Duke had offered to re-deposit it in the Museum, and his offer had been accepted.

Illustration from our Issue of February 15, 1845.

assemblage of pictures, furniture, and objects of art which is now known as the Wallace Collection, and individuals like Sir Samuel Meyrick and Mr. Bernal were dropping in to see the dealers and attending auctions. Sir Samuel Meyrick (he was at this date plain Dr. Meyrick) was the greatest of armour collectors, while Bernal cast his net far and wide, buying pictures and enamels and maiolica, not to mention watches, snuff-boxes, silver, glass, pistols, hunting horns, ivory carvings, antique jewellery—but this is

## A PAGE FOR COLLECTORS. THE ART WORLD IN "THE HUNGRY FORTIES."

By FRANK DAVIS.

becoming like a catalogue: indeed, the actual Bernal catalogue is before me as I write. His sale at Christie's comprised 4294 lots, and lasted thirty-two days, commencing on March 5, 1855. The 601 lots of porcelain alone made £17,111 19s. od.

To our modern eyes the most remarkable omissions are examples from China. It is not easy to realise



HISTORIC LOTS IN THE STRAWBERRY HILL SALE AS ILLUSTRATED IN THE SECOND NUMBER OF THIS PAPER—IN MAY 1842: (LEFT TO RIGHT), A SILVER-GILT CLOCK GIVEN BY HENRY VIII. TO ANNE BOLEYN ON THEIR WEDDING MORNING; A MOURNING RING ON THE DEATH OF CHARLES I., INSCRIBED INSIDE "PREPARED BE TO FOLLOW ME"; AND A SILVER BELL MADE BY BENVENUTO CELLINI FOR POPE CLEMENT VII.

These illustrations, from our very second number, show that from the outset of its career "The Illustrated London News" catered for the interests of collectors and took note of important art sales. Our description of the Strawberry Hill sale made play with the "verbooseness" of "the man of lots." "Verily" (it began) "it would seem no slight task to present . . . a fitting account of the 'renowned seat of Horace Walpole,' and the 'most distinguished gem that ever adorned the annals of auctions,' were we to form an idea of the justice due to its intrinsic merits from the 250 4-to-paged catalogue issued by George Robins, the prince of puffing auctioneers, whom we are informed the Earl of Waldegrave so condescendingly honoured in 'selecting to sell by public competition the classic contents' of this twenty-four days' wonder."

Illustrations from our Issue for the Week ending May 21, 1842.

how remote was the Far East, and how few were the varieties of Chinese porcelain that reached the European market. It is also evident from the catalogue that the French practice of embellishing Oriental importations with ormolu was still in fashion, while the description of the lots is vague in the extreme—very different from the careful methods of the modern auctioneer. Now, this catalogue was republished after the sale with the prices and names of the buyers by the ineffable Henry Bohn, that earnest purveyor of literal translations of the classics: he wrote an introduction on Pottery and Porcelain himself, and added a list of marks. Bohn's views on art are not very instructive, but that is not the point; what is of extraordinary interest is that this astute publisher thought it worth his while to reissue an old catalogue, and that presupposes a much wider public with a serious and detailed interest in such things than one would expect from one's prejudices.

Bernal bought a good many things from Mr. Isaacs: this must be the Isaacs of Wardour Street whose letters to his wife sent on his travels abroad between the years 1830-1845 I have noticed in another connection. They are very human documents, and give a vivid picture of the fears and anxieties and little triumphs of an old-time curiosity dealer. Things are always terrible with Mr. Isaacs: the Hollanders are always getting in first and taking the cream (I hear the same story to-day); there will soon be nothing left in Europe, and "for God's sake, my dear, be very careful, and if Dr. Meyrick comes round, whatever you do don't show him the armour upstairs unless he specially asks about it." And Mrs. Isaacs replies that Sam Ellis has set up his carriage and that the fur business is much better than the curiosity business.

What was happening in the picture world? Dr. Waagen, of the Royal Gallery at Berlin,

made his journey to see the art treasures of England in 1835, and the book in which he set down what he saw is an indispensable companion to anyone who takes a more than casual interest in Old Masters. In 1842 Turner was still exhibiting—he did not die till seven years later—but the critics were not too pleased with him. Sir David Wilkie had died in the previous year, and Ruskin, destined to be the greatest big-wig of all the critics of art, and to make as many mistakes as any of them, was only twenty-three. The National Gallery was still hung with very brown varnished Claudes, arrayed one above the other, and many a fine picture was irretrievably damaged by ignorant and drastic cleaning.

Remembering that we are considering a decade that has passed into history as "The Hungry Forties," and that there was no demand from across the Atlantic for works of art, the following prices picked out at random are not without interest. In 1844 a Paul Potter—a "View near Haarlem"—makes £840. In 1840 a Rembrandt fetches £840 also; and another in 1845, £1115.

In 1846 the Marquess of Hertford has to pay £1470 for a Claude Lorrain landscape—and two years previously another Claude made £1837. Murillo was thought more of than he is to-day, if one may judge from the £3045 given for his "Good Shepherd" in 1840; while in 1843 a Romney of the Duchess of Rutland (whole length) made only £13 2s. 6d. Another Murillo was bought in at Christie's for £1417 10s. od. in 1843, and in 1844 a little Holbein failed to find a buyer at £273.

These are auction prices. As for Mr. Bernal, he buys the most marvellous things for five, ten, and twenty pounds—Limoges enamels and mediæval silver especially—and at his sale many of them go to the British Museum for four times what he gave for them. One knows a lot about the Marquess of Hertford, a good deal about Meyrick, but nothing at all about Bernal. I like to think of him dining at about 5 o'clock somewhere near St. James's Square, reading the first issue of this paper, and then drifting round to Wardour Street to the shop of Mr. Isaacs, and spending a pound or two on a Holbein miniature which Mr. Isaacs bought at Frankfurt for 5s.—or £10 on something more important, such as "King Lothair's Magic Crystal," bought by Mr. Pratt, the dealer, for 12 francs, sold to Bernal for £10, and sold at the sale for £267 to the British Museum, where, of course, it is still to be seen.



A MEMORABLE EXAMPLE OF THE MANY ART TREASURES WITH A CURIOUS HISTORY FREQUENTLY ILLUSTRATED IN OUR PAGES: THE NINTH-CENTURY CRYSTAL OF KING LOTHAIR, REPRESENTING THE STORY OF SUSANNA.

This large crystal, engraved with the story of Susanna, was probably made for Lothair II., King of the Franks (855-869 A.D.), and has a romantic history. It was in an abbey near Namur that was destroyed at the time of the French Revolution. Some years later it was found in the Meuse, and sold for 12 francs to a Mr. Pratt, who in turn sold it to Mr. Bernal for £10. At the Bernal sale in 1855 "King Lothair's magic crystal" was bought for the British Museum for £267.



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## BOOKS OF THE DAY.—(Continued from Page 724.)

below this paper's standard of reproduction, are very interesting as pictorial explanations of the text.

Most of the royal ceremonies discussed are of Hindu origin, and retain much Brahmanical ritual, but the religion of Siam and its sovereigns is Buddhism. While Siamese kings have always protected Buddhism, they have surrounded themselves with the paraphernalia of Hinduism, which lends itself to that pomp and circumstance inseparable from absolute monarchy, the only form of government hitherto known in Siam. There are, however, signs of change. In his conclusion Mr. Wales points out that, while many old ceremonies have been abolished or curtailed, new observances have been introduced to cater for the Siamese love of pageantry, such as anniversary celebrations of the King's Birthday and Coronation. "Now," he writes, "we have the Trooping of the Colour, and Degree Day at the University, while, when the King anoints a new gun-boat, it is something more than the European custom of breaking a bottle of champagne. . . . These rites are mainly Buddhist. . . . With the growth of education, the change to a democratic form of government is certain to come sooner or later, and the beneficent influence of Buddhism manifested in every ceremony of State will probably do much to mollify the dangers of the period of transition."

Since writing the above paragraphs I have seen accounts in the Press of recent happenings in Siam which give this book a topical quality—that is, the celebration of the 150th anniversary of the foundation of the present Chakri dynasty and of Bangkok as the capital. The chief event was the opening of a great bridge there over the river Menam. Unhappily, the festivities were brought to a premature close by the sudden death of King Prachatiwok's brother, Prince Yugala. The descriptions of the celebrations emphasise the growing modernity of the country under the last four progressive rulers. They have been careful, it is said, to proceed with reforms by slow and sure degrees, so as not to destroy their people's taste for monarchy. Siam, therefore, must by no means be regarded as an effete country of puppet kings playing at spectacular but antiquated ceremonial. Hundreds of young Siamese come to Europe to study Western ways. I was much interested, by the way, to read that the late Sir Robert Morant, whom I

once knew as a resident at Toynbee Hall, drew up a scheme of national education for Siam in the reign of King Chulalongkorn.

Now I come to another Westernised far-Eastern land (much in the public eye of late), which is picturesquely described in a book entitled "IN NEW JAPAN." The Narrative—a Travel Record in the Main—of a Post-War Sojourn. By Aylwin Bowen. With pen-and-ink Sketches by Harold E. Woodcock (Witherby; 12s. 6d.). Mr. Bowen writes as an old resident seeing his early experiences in retrospect, and striving, like the poet's skylark, "to recapture the first fine careless rapture" evoked by his early impressions. Like Mrs. Tweedie, he was in Japan just before the great earthquake of 1923, and the disaster brought to a sudden stop a motor tour which he was making from one end of the country to the other. As a record of personal experiences in Japan, by hiking as well as motoring, Mr. Bowen's book, as the hoary phrase goes, repays perusal. He also provides support for Stevenson's dictum to the effect that it is more amusing to travel than to arrive, for he dwells on the enjoyment of the long voyage from London to the East.

On various other books of travel or associated subjects I can only give brief notes. Fresh light on the folklore of New Zealand's fine native race (some members of which I was proud to entertain while they were on leave during the war) is given in "LEGENDS AND MYSTERIES OF THE MAORI." By Charles A. Wilson. Illustrated (Harrap; 8s. 6d.). Mr. Wilson, who is a noted journalist and ethnologist, and author of "New Zealand: the Empire's Junior Partner," obtained much material from the widow of a Maori chief, and has thus been able to include eleven tales never previously committed to writing. From the island Dominion of New Zealand we pass to an island of the Atlantic, or, rather, the Caribbean, in an entertaining and gossipy book entitled (not quite adequately, I think) "REFLECTION—IN JAMAICA," by Mary Gaunt. Illustrated (Benn; 8s. 6d.). The author is interested mainly in the life of the peasantry and particularly of the women. Incidentally, she makes a remark that is encouraging to ocean travellers: "The views from a mountain may be entrancing, but the sea, whether in storm or calm, is always company."

I come now to a group of books that take the reader to various parts of Europe. A well-known woman writer, not altogether in sympathy with Fascist principles, especially concerning the political position of women, has nevertheless striven to give an impartial account of her impressions in "MODERN ITALY." As Seen by an Englishwoman. By Cicely Hamilton. With sixteen pages of Photographs (Dent; 7s. 6d.). Even where she disagrees Miss Hamilton sees the other side of a question, and she states the case for discipline as against unrestricted freedom very fairly, while describing every phase of modern Italian life as she saw it. Another book emanating from the same country, but of a more local character, is of antiquarian rather than of political interest—namely, "AT THE WESTERN GATE OF ITALY." The Western Italian Riviera; a Sketch of its History, Art, and Architecture. Illustrated with Drawings by Lucy Galton and Aquatints by Francis Barry, sixteen Photographs, and a Map. By Edward and Margaret Berry (Lane; 8s. 6d.). The authors' aim has been to make known the charm of mountain villages, old churches, and treasures of art that are within easy reach of the coast road between Vado and the French frontier.

The lighter side of foreign travel is represented in "GONE ABROAD." By Charles Graves. Author of "And the Greeks" (Ivor Nicholson and Watson; 9s. 6d.). Mr. Graves combines humorous comment with historical information, as he escorts us through Germany and Belgium. It is all very amusing, but I think he might have made it more so by varying his page titles and giving titles to his chapters. Mr. George Lunn, in his preface, disputes the wisdom of discouraging the Englishman from leaving his native island. A book for the motorist rather than the ocean voyager (although the motorist must at least begin with a sea passage) is "THE OPEN ROAD ABROAD." By John Prioleau. With twenty-five Decorations by G. E. Chambers and numerous Maps (Dent; 6s.). In this little pocket volume, Mr. Prioleau covers an immense amount of ground both in Europe and Northern Africa, and gives the fruit of his experience in a light and easy style. As he says himself, "The book is rambling, like a cruise abroad," but it is a mine of suggestions for fascinating holiday jaunts across the sea.

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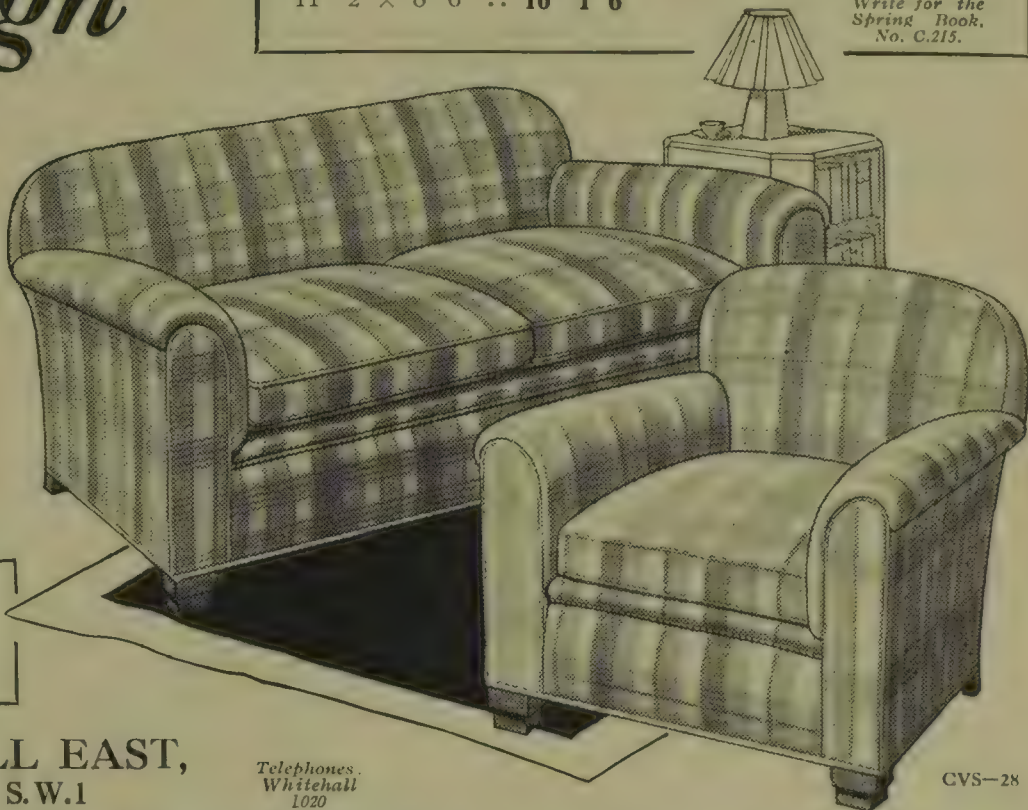
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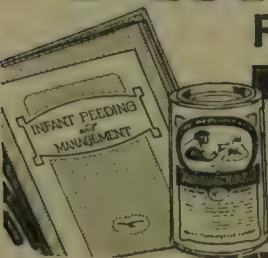
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THE STABLES

Nearly three whole pages of *The Illustrated London News* of February 6th, 1847, were devoted to an illustrated description of the wonders of Barclay Perkins's great brewery at Southwark. Ancient as the firm was then, the house where, in an earlier generation, Dr. Johnson "gloried and drank deep" was remarkable for the vast extent and up-to-date character

of its plant and equipment. Built on the site of the famous Globe Theatre of Shakespeare's day, and covering about twelve acres of ground, the brewery was described as "one of the Privileged Sights of the Metropolis," and distinguished visitors took as deep an interest in its machinery as the country in general took in its products.



THE LATEST OFFSPRING OF THE SAME HOUSE FIGURES IN THE NEWS  
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Visitors still flock to the brewery at Southwark, where they are particularly fascinated by the special plant used for the brewing of Barclay's Lager. To-day, as ever, the firm is intent on maintaining that reputation for enterprise and modernity which attracted so much attention in *The Illustrated London News* in 1847. Almost every civilised country

nowadays brews its own Lager, and the plant erected for this purpose by Barclay Perkins is said to be the most up-to-date in all Europe. From it comes, after at least four months' storing and maturing at freezing-point, that refreshing beer with the true Lager flavour known as Barclay's Lager—the "British drink for an Empire's thirst."



## MESSAGES ON THE OCCASION OF OUR 90TH BIRTHDAY.

*As promised on an earlier page, we here give in full the messages from Sir Arthur Keith, Conservator of the Museum and Hunterian Professor, Royal College of Surgeons of England, and Professor Geoffrey Callender, Professor of History and English, Royal Naval College, Greenwich.*

FROM PROFESSOR SIR ARTHUR KEITH.

*Royal College of Surgeons of England.*

MY DEAR EDITOR,—The Ninetieth Birthday of *The Illustrated London News* gives men of science a welcome opportunity of acknowledging the splendid service which this great journal has rendered them by making known the fruits of their toil throughout the world. When the bold experiment was made of throwing open its pages to men who were engaged in extending the bounds of knowledge, and of permitting them to illustrate and to expound their discoveries to its cosmopolitan circle of readers, there were not a few of us who feared that the firm position it had won in the hearts of every country of the world might be jeopardised. It was a bold editorial venture; it deserved to succeed, and it has succeeded beyond all expectation. The result has been twofold; the public has benefited; so also has science. This is particularly true of the branch of knowledge in which I take a warm interest. The "documents" which reveal the history of Man's journey towards his present state lie buried in the most unexpected places—often in remote corners of the earth. Unless we have an instructed and sympathetic public in every land we can never make real headway, for the things which are most valuable to us may, when chance brings them to light, be thrown away or destroyed. But for a fortunate chance, Piltown Man would have been made into road-metal, Rhodesian Man consigned to the melting-pot, the Taungs skull turned into cement, and Peking Man used for building purposes. More than any journal *The Illustrated London News* has helped to prevent such catastrophes from happening. More especially would I praise the catholicity of outlook which dominates the pages of *The Illustrated London News*. It welcomes explorers, excavators, discoverers and scholars, no matter what country they may hail from; the only criterion is the newness, accuracy, and importance of their message. The most recent researches from Physical and Biological Laboratories are given the same open reception and the same graphic exposition as the latest revelations from Egypt,

Mesopotamia, and other ancient lands of the East. Fortunately, too, the chief mode of expression employed in these pages is cosmopolitan, for the camera, the brush and the pencil speak in a universal tongue. Where there is so much to commend, it is invidious to particularise. I may be permitted to mention, however, the two pages of each issue which I never miss. Mr. Chesterton's page I have to read for the pleasure of having favoured modes of thinking deftly rapped over the knuckles; while Dr. Pycraft's article reveals weekly the inexhaustible wonders of the world of life. *The Illustrated London News* goes on from youth to youth and from strength to strength. It has demonstrated that the world has an appetite for sound knowledge as well as for lighter repasts.

Yours sincerely, ARTHUR KEITH.

FROM PROFESSOR GEOFFREY CALLENDER.

*Royal Naval College, Greenwich.*

DEAR MR. EDITOR,—It would be impossible, from the entire history of the sea, to find any parallel for the last ninety years. Nelson was deeply impressed by steam, and prophesied its extensive application. But the new motive power could not in his day be applied to men-of-war. The battle-ship rash enough to discard a number of broadside guns in favour of a paddle-box would have been quickly shot under.

But, ninety years ago, there took place on London's river a tug-of-war between two small vessels, the *Rattler* and the *Alecto*; and when the *Rattler*, propelled by screw, tugged the paddle-ship *Alecto* ignominiously out of the arena, the day had come when the mightiest battle-ship afloat was compelled to realise that the new motive power could no longer be ignored. Thus in the lifetime of the *I.L.N.* and its wonderful panorama in pictures can be traced the whole story of the greatest change in the history of the ship; a change that is so well expressed in the contrast between the *Victory* of 1805 and the *Nelson* of to-day. There is for the student of naval history no gallery of pictures which can compare with the pages of the *I.L.N.*

Let us pull out a couple of volumes haphazard. Here are the two for 1875. In April the *I.L.N.* shows us a double-page wood-cut: the launch of the *Superb*. This mighty ship had her name changed at the last moment in honour of the royal lady who launched her, the popular Princess of Wales. If somebody were to suggest that *Superb* would have been a more appropriate name, then it is well to remember that it was Alexandra who revived the religious service, which had been forgotten for generations; and in

the double-page plate we see the Archbishop of Canterbury and the Bishop of Rochester officiating. Later in the year came the loss of H.M.S. *Vanguard*; and the *I.L.N.* enables us to put out to sea and visit the wreck with its mighty limbs stretching above the water. Meanwhile preparations were in hand for the visit of the Prince of Wales to India; and the *I.L.N.* enables us, in a special number, to visit the decks of H.M.S. *Serapis*. Who, without such aids, would assert that in 1875 the anchor was raised by man-handled capstans to the notes of a fiddler scraping his violin? Who again would have put the seamen into frocks instead of jumpers, and have furnished them with such headgear?

But if the last ninety years have revolutionised the ships of the Royal Navy, they have revolutionised also the process of illustration. Gone are the wood-blocks of 1875; and we can now examine the submarines and aircraft-carriers of to-day in photogravure and colour-plates. However excellent the methods of reproduction in 1875, they could not hope to put before us such a remarkable work of art as the illustration of the Death Mask of Nelson, which was presented recently by her Majesty the Queen to the *Victory* Museum at Portsmouth. This picture in the *I.L.N.* has enabled thousands to see the real face of England's Admiral as they could never hope to see it in those numerous oil-paintings for which (we know only too well) Nelson never gave sittings. Or, again, what could be more beautiful than the illustrations in colour taken from the paintings of the Younger Van de Velde? A year or two ago the *I.L.N.* reproduced a double-page plate showing what was probably the first yacht-race held in this country, when Charles II. challenged his brother, the Duke of York, at Sheerness. The actual picture, signed on the back by Van de Velde, made its first public appearance at the Charles II. Exhibition held this spring. Those who stopped to admire it (and there were many) could in this double-page plate possess almost all the qualities of the original painting.

During all these ninety years, the *I.L.N.* has specialised in maritime pictures, and, in doing so has surely carried out a task the importance of which it would be difficult to exaggerate. It is the ships of this country which have made it what it is; and without such pictures as the *I.L.N.* has supplied, it would be impossible for the majority of the population of these islands to visualise what the ships of this country are like. I wish the *I.L.N.* long life and prosperity.

Yours sincerely, GEOFFREY CALLENDER.

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## THE WORLD OF THE THEATRE.

By J. T. GREIN.

## NINETY YEARS OF DRAMA: TENDENCIES AND MEMORIES.

IT is fitting in this birthday issue of *The Illustrated London News* that we should go back over the play-bills and the green-room history, of the drama and the theatres, for they are both instructive and illuminating. Ninety years ago, and we are in the 'forties; and how many realise that as late as 1843 candles were used to light the Haymarket Theatre, and that orchestra-stalls were an innovation by no means universally welcomed by the actor? Ninety years ago the play-bill guaranteed a very full evening's entertainment, for as many as three pieces would be presented. These were the days of the beautiful Mrs. Stirling, Mrs. Glover, Charles Mathews, and Benjamin Webster. Then we had the plays of Bulwer Lytton and Boucicault, Tom Taylor and Tom Robertson—best of them all. The "tank" plays flourished at Sadler's Wells, and the Adelphi gloried in spectacle. But what a drama! Its recipe was simple and apparently satisfying. These were the plays with the flamboyant hero, the simpering heroine, the immaculate black-coated and gloved villain, and the ubiquitous servants to give us the necessary information. "Caste" was an event, for Robertson in his "tea and saucer" comedy brought character and good red corpuscle to the stage. But the formula, two for church and one for



THE FIRST THEATRICAL PICTURE IN "THE ILLUSTRATED LONDON NEWS": A WOOD-CUT OF A CARICATURE BUST OF RUBINI, THE TENOR—FROM OUR ISSUE OF JUNE 18, 1842.

Rubini was then at Her Majesty's Theatre. We described him as "the primo tenore." The wood-cut is after a caricature bust by Dantan.

gaol, served a long time yet. True, these old melodramas, with their manufactured thrills, had a rhythm of their own, and a commendable moral basis. They called for full-blooded acting that cast the verities to the four winds and trusted to the emotional sway of the performance. There were no type-actors in the 'forties, and they were still regarded as rogues and vagabonds.

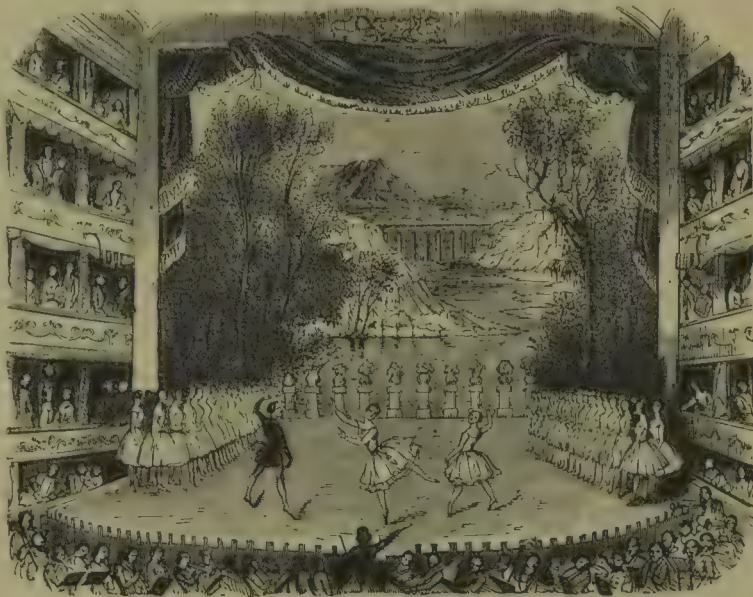
"A new drama or we perish" was the cry of those who looked on the pathetic picture of the inanities crowding the theatre. A French invasion, following the success of Scribe and Sardou, was so successful that even theatres were given French names. It was not altogether futile, for at least it brought the values of craftsmanship and construction, giving form and shape to the play, and both Henry Arthur Jones and Arthur Pinero, who were to do so much to rescue the theatre from its idiocies, in their early work reveal what apt pupils they were of their French masters, who, I regret to say, were by our managers and hardly ever received a stiver in fees. But the first eighty years of the century, if we confine ourselves to the play, are an arid wilderness.

It may seem strange that a period so rich in literary genius and output should be so poverty-stricken in drama. There are many explanations, but probably that which nearest hits the target is that intelligent people refused to take the theatre seriously. They wrote occasionally for it; but did they ever strive to master its technique, to hammer out an inevitable expression which would give their drama shape and force on the stage? The poets took their models from the Elizabethans; the novelists from hoary forms. Browning, Tennyson, and Hardy gave us literature; but literature in the study is not necessarily drama in the theatre. Still, there was always Shakespeare; and second-rate drama creates first-rate players. Trained to make much of little, when the supreme work of Shakespeare offered it scope the player triumphed. Kean

and Phelps, Kemble and Macready, were in the line of David Garrick and the forerunners of Irving.

And now memories begin to crowd thickly and space will not permit me to capture them all. Think of the great days of Ellen Terry and Irving at the Lyceum; the Bancrofts, the Kendals, John Hare and Hawtrey, Toole and Terriss, Nellie Farren, Fred Leslie, and George Alexander. Think of Tree at the Haymarket, and the appearance of such works as "The Second Mrs. Tanqueray" and "Saints and Sinners." I dare not add to the list else my theme must go. Now we reach the time of that hard-won fight for Ibsen, of the founding of the Independent Theatre, and hard on it the formidable attack of the playwrights—Pinero, Jones, Barrie, Sutro, Grundy, Carton, Chambers, Esmond, and Anthony Hope, to mention only a few. The theatre is alive again; yet if we take refuge in a scientific detachment we remember it was not so much "the play's the thing" as the player. The actor-manager did much for the

[Continued overleaf.]



FROM "THE ILLUSTRATED LONDON NEWS" OF JUNE 25, 1842: PERROT AND CERITO IN THE BALLET OF "L'ÉLÈVE DE L'AMOUR."

The production illustrated was at Her Majesty's Theatre.

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THE ILLUSTRATED LONDON NEWS

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theatre. He knew his job and worked enthusiastically—a qualification not always possessed to-day; but his demand was for star parts. The demand developed the "cleverness" at which William Archer fired his shafts; but did it encourage creation? Drama, if it is to be achieved, must draw its substance from realities and be informed with actuality, truth and sincerity. It cannot grow shackled to the exigencies of star parts. Too much that was mannered, false, and sentimental, without the integrity of truth, prospered on the stage. It was this reaction that inspired Miss Horniman's theatre with its Manchesterschool, brought John Galsworthy, with his intense earnestness and pity, as a recruit to the ranks of playwrights, and gave Bernard Shaw his dynamic, explosive energy which flagellated Englishmen for their good.

Then came the years of war, those dark years where the great tragic drama of Europe was too oppressive to permit anything in the theatre but entertainment, offering relief and escape from the troubled time. "Chu Chin Chow" established a record, while Allan Monkhouse's "The Conquering Hero," instinct with tragedy, had but a short run. But the time was to come when "Journey's End" would win world-wide recognition, and perhaps an even greater play, "The Silver Tassie," get a hearing.

New movements begin to work like yeast; new ideas and new playwrights come on the horizon.

Experiments in form and in production attract critical attention. Foreign plays and players come before the public, and "Saint Joan" is written.

Meanwhile a new theatre, a picture-theatre, has been born, and its ever-increasing influence vies hard with the stage. It determines the design of the newest theatres; for the old, uncomfortable buildings no longer satisfy the patron from the kinema. It has encouraged the elaborate mechanical effects, the multifarious stages, and spectacular splendours of the pageant entertainments of

the faith that he is employing a great art, he does not fail.

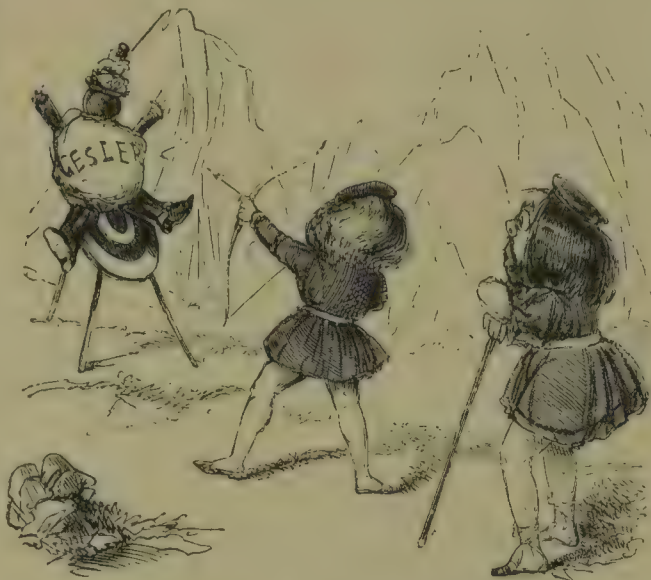
And as we rapidly survey the ninety years' history of the theatre and note its many changes, from candlelight to the brilliance of modern illumination, from the crude Adelphi spectacles of old with their hydro-scenic effects, from the rococo elaborations of decoration and ill-designed structures to the elegant simplicities of the modern theatre, from the realistic yet tawdry settings to the present-day productions where the artist is rich in pictorial values of imagination and beauty—as we observe the changing tastes and changing fashions, two factors remain constant: the play and the player. The play, if it achieves drama, must be rooted in life and flare up in the illumination of it. And the play cannot live until it is presented by the player whose privilege it is to give form and substance to the written word. If the play itself fails, the actor remains. Phelps and Kean are gone; Irving and Tree are gone; Wilson

Barrett and Alexander are gone; Ellen Terry is gone—the names of so many who filled the stage these ninety years are forgotten. But the silences are eloquent. The curtain never falls on the great, for in the history of histrionic art are they remembered and safe in the keeping of legend, for they are beyond criticism to those who saw them not. Ninety years of theatre history! We all remember our tithe; and some of those memories are among our treasured possessions.



PANTOMIME AT COVENT GARDEN IN 1842: "PUNCH'S PANTOMIME." This pantomime was described as "the combined effort of some of the most approved literary and dramatic reputations of the day." (From a Crowquill drawing in our issue of December 31, 1842.)

to-day. But drama still demands truth and sincerity; and ever and anon we find it. There was freshness and vitality in "The Farmer's Wife," and integrity and sincerity in "The Barretts of Wimpole Street." When the dramatist lays hold on life and then presents it in the theatre, not disdainful or contemptuous of his medium, but inspired by



DRURY LANE PANTOMIME IN 1842: "HARLEQUIN TELL, OR THE GENIUS OF THE RIBSTON PIPPIN."

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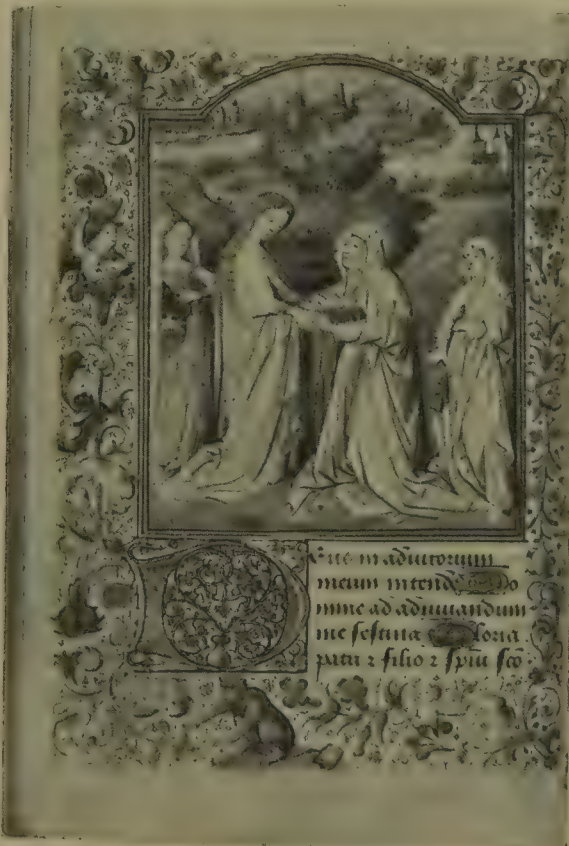
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## THE LAND OF BECOMING.

BEING AN APPRECIATION OF  
"SOUTH AFRICAN MEMORIES."  
By SIR J. PERCY FITZPATRICK.\*

"MANY years ago," wrote the late Sir Percy Fitzpatrick, "I remember writing that the staple industry of South Africa was the making of history, and in a semi-detached fashion I have since then frequently wondered why I should have blundered upon an expression which unhappily has been many times justified." Unhappily? Not entirely so, let us hope; for, if there have been dark and saddening pages in the history of South Africa, there have also been drama and romance in a measure which could not easily be found in any other part of the modern world. It is these romantic and dramatic elements, combined with a spontaneous literary felicity, which lend such charm to this enthralling volume of reminiscences.—Sir Percy Fitzpatrick's "Scraps of History"

\* "South African Memories." By Sir J. Percy Fitzpatrick. Author of "The Transvaal from Within," "Jock of the Bushveld," etc. Prepared for the Press from the Manuscript of the Author by G. H. Wilson. (Cassell; 21s. net.)

(as he himself nicknamed them) are loose, discursive, and sometimes repetitive in form; but their fluency, clarity, and vivacity do not dispose us to quibble about points of form, any more than we should quibble about the construction of a fascinating talker's sentences. All these recollections come from an overflowing storehouse, for Fitzpatrick had an unrivalled intimacy with every aspect—social, political, and financial—of South Africa in the making. His career is admirably outlined in the introduction to this volume by Mr. G. H. Wilson, who has prepared the posthumous manuscript for the press. There is no need to repeat that outline here, or to remind readers that Fitzpatrick, as a member of the Reform Committee, was sentenced to imprisonment and other penalties after the Jameson Raid (having been originally sentenced to death): or that he was a member of Wernher, Beit and Co., and was concerned in some of the most exciting political contests of South Africa. He is perhaps best known to the public as the author of two celebrated books—

that enchanting fantasy, "Jock of the Bushveld" and "The Transvaal from Within," which, appearing at the outset of the Boer War, had an astonishing effect upon British public opinion—an effect, indeed, which it would be difficult to parallel among modern "tendencious" writings. Its author reports Mr. Winston Churchill as having said to him: "If I had written that book I'd have had the British Government on their knees to me and I'd have got anything I wanted out of them. What a waste! You haven't a notion of what you could have made them do."

Here are innumerable vivid glimpses of early days at Kimberley and on the goldfields, of

the intricate currents and cross-currents which led to the Jameson Raid and the Boer War, of the sleights and subtleties of financiers in conflict, of the high matters of policy which concerned empire-builders and pro-consuls, and of the ceaseless chances and surprises



THE PORTLAND VASE ONCE MORE IN THE BRITISH MUSEUM.

As noted in "A Page for Collectors" in this issue, the Duke of Portland offered recently to re-deposit the Portland Vase in the British Museum, as a loan. He has now done so, as this photograph bears witness.

of that precarious but enormously *alive* young world. The kind of story-book adventure which might happen at any moment is well illustrated by an incident narrated by Sir Percy Fitzpatrick in his fourth chapter. In the early 'nineties, great competition centred round the Matabele chieftain, Lo Bengula, for mining concessions. To Rhodes and Beit these concessions meant much more than financial advantage—they represented Rhodes's dream and life-work of British expansion towards the north. For this reason they were bitterly opposed by the Transvaal, whose agent was Edouard Lippert; and there is little doubt that Germany stood behind the Transvaal. When trekking to Bulawayo in the interest of Rhodes and Beit, Fitzpatrick by chance came upon a stranded party which was bound for the same destination. Its leader was one Ferreira, who was being sent to Lo Bengula with the express purpose of thwarting Rhodes's plans. A

(Continued overleaf.)



AN INVENTION FORESTALLED BY EIGHTY-NINE YEARS: A MODERN VERSION OF THE STRETCHER-LOWERING DEVICE FOR CLIFF RESCUES WHICH IS SHOWN ON PAGE 702.

This model of an apparatus to effect cliff rescues—a crane which has just been invented for hauling stranded people from the shore below Beachy Head—bears a striking resemblance to a device designed for the same purpose in 1843.

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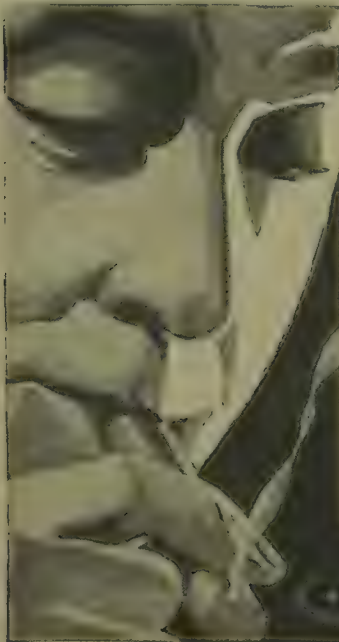
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Continued.]

disaffected member of Ferreira's party offered to Fitzpatrick copies of a number of letters which proved conclusively the complicity of Kruger, Lippert, and certain German agents in anti-British schemes. Fitzpatrick very naturally declined this treacherous offer. Some time later, he learned that Lippert was claiming heavy damages for libel from the Johannesburg *Star*, which had accused Lippert of pro-German intrigue. Fitzpatrick, remembering the incident on the trail to Bulawayo, was able to put the editor in touch with the owner of the incriminating correspondence—and the libel action was immediately abandoned.

Sir Percy Fitzpatrick can reconstruct a scene with very deft and life-like touches, and one of his most memorable pictures is that of a meeting between Mr. Balfour and himself at the house of Mr. St. Loe Strachey. It was the eve (and, as it turned out, more than the eve) of the Battle of Colenso. Mr. Balfour was virtually plenipotentiary for Lord Salisbury, who was kept almost continuously at the bedside of his dying wife. We get an extraordinarily vivid picture of the three men and their firelit conversation, in which Balfour, with the utmost charm and dexterity, picked the brains of the author of "The Transvaal from Within." Fitzpatrick saw clearly the "bait in the mouth of the trap" which the Boers had prepared for Buller, but expressed the confident opinion that the British commander could not possibly be so guileless as to take the bait by making a frontal attack on Colenso. At that moment a telephone message came from the War Office for Mr. Balfour, informing him that Buller had done this very thing—with what results all the world knows.

There are several interesting sequels to this dramatic story. Years later, Fitzpatrick passed over the battlefields in the company of Botha, de la Rey and Smuts. At Colenso he saw evidence—and heard the emphatic criticism from

de la Rey (extremely unpalatable to Botha)—that if the Boers had taken full advantage of their opportunities, they would have inflicted on Buller a disaster almost without precedent in the history of British campaigns. Another illuminating appendage to the Balfour story concerns the celebrated indiscretion of the Kaiser in the "Daily Telegraph Interview"—a deplorable incident which has recently been recalled to public attention by Prince Bülow's disingenuous account of it. It will be remembered that the Kaiser excited universal ridicule and contempt by claiming that he had designed the South African plan of campaign for the benefit of Lord Roberts. We now learn that the statement was not purely fictitious. "The Kaiser," said Mr. Balfour during the Colenso conversation, "is an extraordinary fellow—one does not know if he is mad, or is just pulled up with vanity. You will hardly credit it, but only a few days ago he wrote privately to his grandmother, the Queen, enclosing a complete plan of campaign which he had ordered his General Staff to prepare for him for the use of the British Army against the Boers." Mr. Balfour went on to say that the German scheme strongly condemned Buller's plan of campaign, and that it "happens to be the plan which Lord Roberts has always favoured, and it has made me feel very uneasy as to the results of Buller's plan of campaign!"

Ten years after this conversation, the *Daily Telegraph* interview appeared, and Fitzpatrick, who happened to be at Durban with Botha, Smuts, and other Transvaal delegates, was the first to call Botha's attention to it. Botha read the Kaiser's claim to have prompted the British plan of campaign, and, in great excitement, showed it to Smuts. "When Botha had finished reading he dropped the paper in one hand and with a harsh laugh and a look of positive hatred in his eyes, he said, 'I think the time has

now come for us to say something; I think we shall now tell—' What he might have told will never be known. The reflection in the window showed a sudden movement by Smuts—a fierce warning frown and a 'wash-out' movement of his hand! Botha's voice stopped as though he had been shot, and he turned and walked off in silence!" Some day, perhaps, what Botha might have told will be known, as matter of history: in the meantime, few readers will have difficulty in guessing.

Arresting and often commanding personalities crowd these pages, and they are all observed with an eye which is as humorously tolerant as it is shrewd. Not the least interesting of the *dramatis personae* are some of the minor characters, obscure even in their own day and now quite forgotten—such as the little, shabby, morose Jewish diamond-broker who suddenly bursts forth in passionate apostrophe to the Union Jack and all that it has meant for him. "What do they know of it? I know. I was a boy and not as good as a dog in Russia, and I was smuggled across to London before I could speak a word of English—and there was the Union Jack. I had been lower than the beasts—more helpless; and there I saw it flying and I was a human being—a man!" Never were such varieties of human nature, high and low, as in the South Africa of those days. The more conspicuous figures, whether their talent was constructive or parasitic—and both types abounded—are boldly delineated in many unconventional settings. Milner, Kruger, Cromer, Balfour, Jameson, the financial magnates, are but a few among the men of power with whom Fitzpatrick was associated more or less intimately. Of the Boers, General de la Rey's is the personality which commands the greatest measure of this historian's admiration, and the life and strange death of this fine, wise, and dignified figure of an older world

are described with great feeling. There is a striking little vignette of Alfred Harmsworth "up and coming," comparing his growing wealth with that of Rhodes and Beit, and crying gleefully, "They are not so wonderfully rich after all—I'll beat them yet—see if I don't!" Justice is done, and affectionately done, to Alfred Beit, who "to the general public was merely a name, or an ogre, a financier, multi-millionaire and business man, who sacrificed everything to money-making. As a matter of fact, Alfred Beit was none of these things. He was the most kindly, most generous and absolutely just of men. So far from being self-assertive, he was modest, unassuming, and almost nervously shy. He was generous not only in material gifts but even more in those of the spirit, forbearance, forgiveness, and all that we arrogantly term the great Christian spirit of kindness and consideration for others."

But the Titan of all, beyond compare, is Cecil Rhodes himself. Of him Fitzpatrick might say, as Ben Jonson said of Shakespeare, "This side idolatry, I loved the man." Rhodes dominates this volume, and a dry light shines upon innumerable aspects of his many-sided nature. Sir Percy Fitzpatrick tells how he first saw Rhodes at a charity bazaar, courted, acclaimed, and obviously enjoying the flattering circumstances—and how he conceived an instant dislike, frankly inspired by envy, of "the young man who had done things." He was to have many opportunities later of changing that sentiment into one of profound admiration for Rhodes's many remarkable qualities—his single-mindedness, his unbounded generosity, the tender-heartedness which made him discard the most pressing and momentous affairs to sit by the bedside of a dying friend, his absolutely unswerving devotion to what he believed to be his mission. Perhaps his greatest quality of all was his power and determination to rehabilitate himself after he had, to all appearances, shattered his whole life-work by one gigantic blunder. For the sake of these greater characteristics it is easy to forgive him lesser foibles.

C. K. A.

## OUR SUPPLEMENT.

WITH this issue we present a colour-gravure plate reproducing a most excellent portrait of his Majesty King George V. We feel sure that our readers will appreciate this; for, as we have had occasion to note in this issue, as before, the King is rightly called "the visible symbol of our unity, the centre of all our loyalties." We take this summing-up from a speech made by one of the Dominion-Premiers a while ago. In this it was said of his Majesty: "He is the visible symbol of our unity, the centre of all our loyalties, and the link which binds us together. But I think throughout the Empire there is something more than that, and in considering our loyalties to the Throne we ever have in mind, not only the functions of the Crown as an institution, but the arduous and devoted personal service which his Majesty and the whole of his family have rendered to the Empire and all its people."

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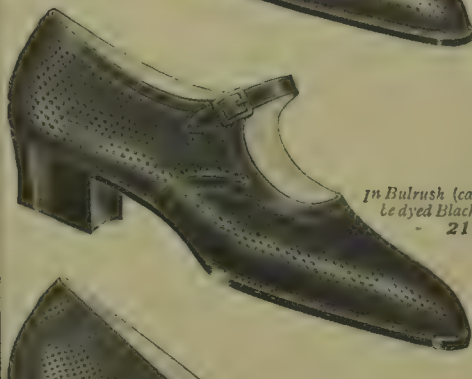
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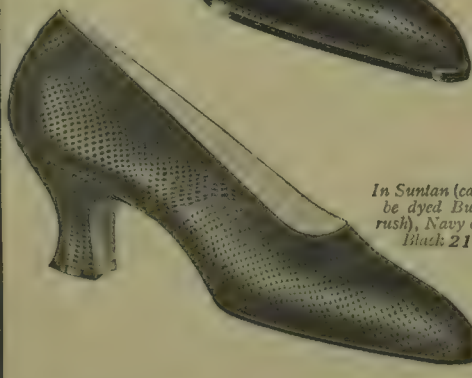
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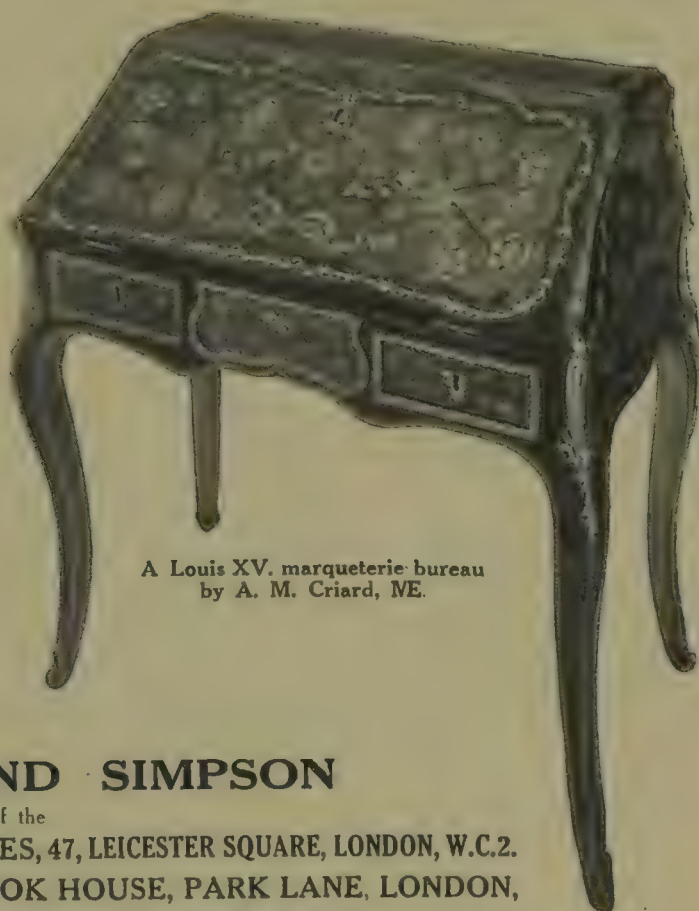
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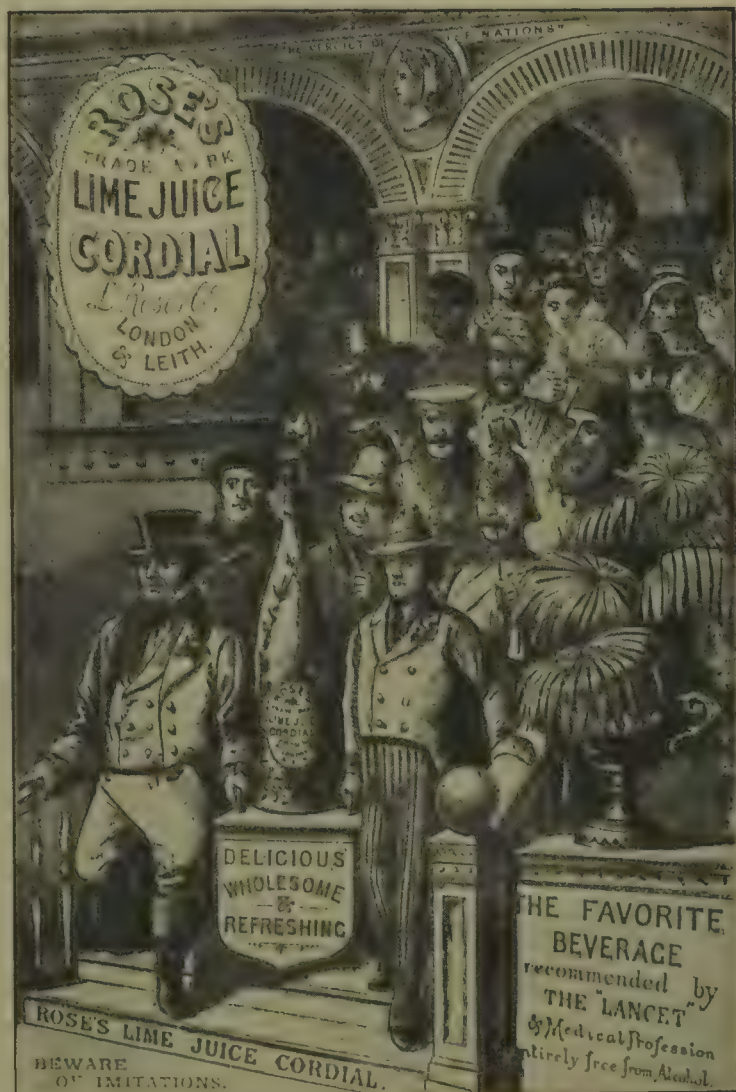
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## MOTURING IN THE "EARLIES."

(Continued from Page 721.)

a summons against the motorist for exceeding the legal speed-limit. To-day, that organisation has its patrols from John o' Groat's to Land's End.

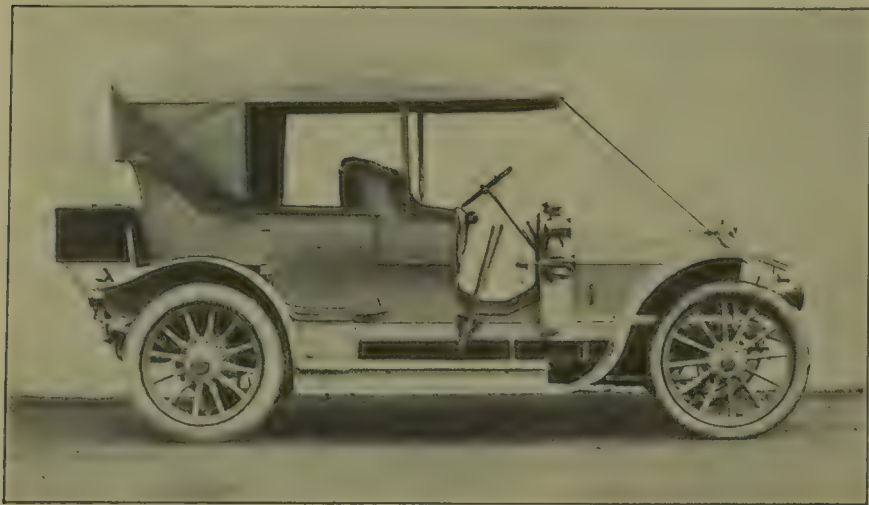
The late King Edward VII. became the patron of the Automobile Club in 1903, and in 1907 graciously

1900 to the present world's land speed record of nearly 254 miles per hour in 1932. It is a progress that British motorists may feel rightly proud of. Also, Parliament abolished the speed-limit for private cars as from Jan. 1, 1931, which was truly "liberty day" for motorists.

The motoring public owe a great debt of gratitude to Dame Ethel and the late Mr. H. F. Locke-King, who constructed the Brooklands motor track during 1906 and 1907 at Weybridge, Surrey. Before this existed, British motor manufacturers had no place in their own country where they

won the T.T. Race on a 24.79-h.p. four-cylinder Rolls-Royce car, designed by Mr. (now Sir) Henry Royce. The previous year Mr. Percy Northey had finished second in the first T.T. Race on a Rolls-Royce to Mr. J. S. Napier, the winner, driving an Arrol-Johnston. Those Rolls-Royce cars were built at Manchester, and when the company was formed the Derby works were built.

Racing and trials developed the mechanical features of motor-cars, but it was only after the Great War, 1914-18, that comfort in coachwork and better protection for the occupants made great advances. Up to that date, the open touring car was the popular fancy. Since 1920, the saloon came into fashion with many comfort—and safety—devices as well. To-day, everything is made easy and light for the driver, with soft travelling comfort for the passenger. But if it had not been for the trials and troubles



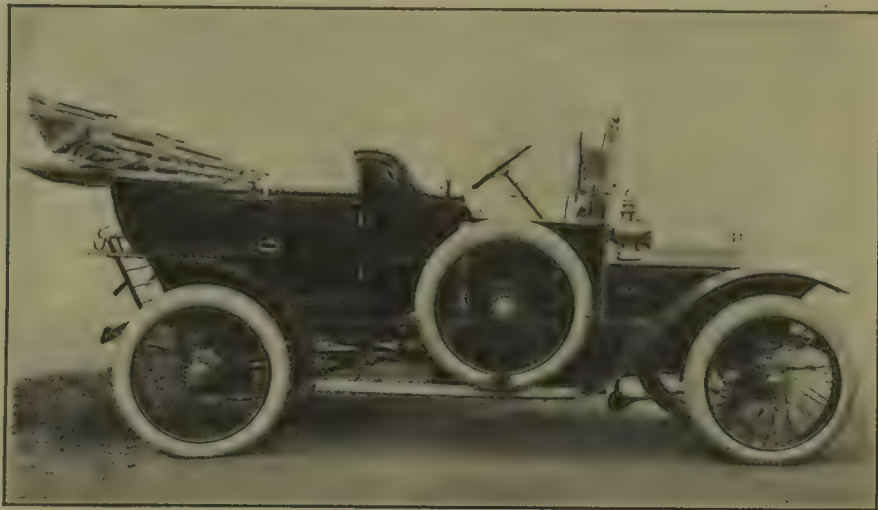
MOTURING IN 1907: THE AUSTIN 25-30-H.P. MODEL.

commanded it to be styled the Royal Automobile Club, instead of its somewhat cumbersome former title. In 1910 the R.A.C. were authorised and consented to carry out for Great Britain the duties specified in the Motor Car (International Circulation) Order, 1910, for issuing the triptyques, or international touring passes, to take English-owned cars to the Continent.

The Great War of 1914-1918 produced a greater demand for motor-vehicles. Therefore, British motor-manufacturers began to consider multiple production of cars. The result of that system from 1920 to date is better and cheaper cars, with greatly improved coachwork and comfort. Motor-car speed has increased from a possible twenty-five miles an hour in

could test their products thoroughly. Our speed limit of 20 m.p.h. at that time placed them at enormous disadvantage compared with their Continental and American rivals. Its value in bettering our cars proved to be even greater than its supporters first imagined, and it is largely due to it that the British automobile engineer ranks so highly to-day.

In 1906 also the firm of Rolls-Royce, Ltd., was formed, and on Sept. 28, 1906, the Hon. C. S. Rolls



MOTURING IN 1909: THE 16-H.P. VAUXHALL.

of the preceding years, the easy-to-drive and comfortable-to-sit-in motor carriage would not have become as reliable as it is to-day, to say nothing of the ever-increasing speed which it can attain, and keep up, on the road.



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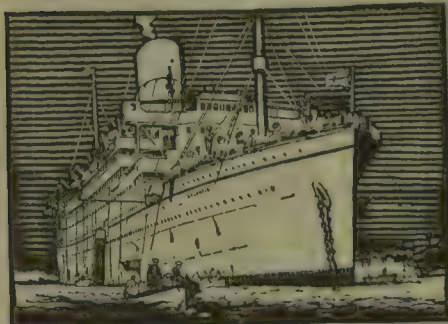
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"Y'know," ruminated Uncle James, "they all told me that the most ticklish part of driving would be changing gear. But I can't say I find it very difficult. Perhaps," he added, hopefully, "I've got the knack—a born driver, eh?"

"Huh—you're about as clumsy-fisted as most people," replied his nephew, in the disrespectful way of nephews nowadays. "You're lucky to be learning on a Vauxhall Cadet, with a Synchro-Mesh gear-box. If it wasn't for that I'd have had to teach you to double-declutch. As it is, you get full marks for gear-changing—provided you never drive anything but a Cadet!"

"Well, that suits me," said Uncle, philosophically. "I've got my work cut out coping with the traffic, without worrying about what happens in the gear-box."

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## THE WORLD OF SCIENCE.

BY W. P. PYCRAFT, F.Z.S.

THREE GENERATIONS OF WIDENING KNOWLEDGE: GREAT SCIENTIFIC OCCASIONS RECORDED IN "THE ILLUSTRATED LONDON NEWS."

**B**IRTHDAY greetings, though always expressed with enthusiasm, must yet, when the recipients are of advanced age, be tempered by chastening thoughts, which, however, in no circumstances must be allowed to escape us. But no such restraining influence lurks behind my greeting to *The Illustrated London News* on attaining its ninetieth birthday. For I feel sure that my ghost will be at the elbow of my successor to this page ninety years hence.

Though in the days of its infancy there was no "World of Science" page, every new discovery, every important pronouncement, made by men of science was duly recorded, and there were few other reliable sources of information for the plain man. The recognition of the need for the spread of the scientific spirit in our daily life gathered force under successive Editors. But never, until recent years, has the layman had so fine an opportunity of keeping in touch with the progress of science. As I am *not* the Editor of this page, but merely a professional man of science, I may speak freely. Moreover, when I speak of the "progress of science" I am not referring only to this page, but to that magnificent opportunity which is afforded us, week by week, of gaining an insight into the lives and customs of the Ancients—Egypt, Assyria, Rome, Greece, and Palestine, and the civilisations of Mexico, for example. I am, first and foremost, a biologist and an anthropologist, but I turn with delight to these sources of information concerning the man who lived so many thousand years ago. Thereby I am able to keep myself abreast of all that pertains to ethnology in regard to the Ancients. And I know of no other similar source of information. May the traditions which our present Editor has founded take deep root!—they can hardly be improved on during the next ninety years.

And now as touching my own sphere of interests. *The Illustrated London News* was seventeen years old when that epoch-making work, "The Origin of Species," dropped into our midst, as it were from the clouds, marking the birth of a new era in human knowledge, in so far as living bodies, plants, and animals were concerned. But the ground was unwittingly being

prepared for this good seed by the work of great men such as Lyell, Prestwich, and Murchison, among the geologists; Herbert Spencer, Fritz Müller, and Lamarck in zoology; Hooker and Asa Gray, the great botanists; and Von Baer, the embryologist. To



1. THE FIRST PHOTOGRAPH OF A LIVING OKAPI EVER REPRODUCED IN EUROPE: AN ILLUSTRATION OF THIS EXTRAORDINARY ANIMAL, WHICH APPEARED IN OUR ISSUE OF SEPTEMBER 7, 1907.

The existence of this animal was unsuspected until Sir Harry Johnston saw a band cut from the striped skin of the hind-quarters. He sent this home to Dr. Sclater, who, at a meeting of the Zoological Society of London, described it as coming from a hitherto unknown species of zebra. Later a whole animal was secured and found to be an okapi, a near relation of the giraffe! This paper can claim to have played a pioneer part in introducing the okapi to the world through the medium of illustration. The first photograph of this animal (from a stuffed specimen) appeared in our issue of August 3, 1907; and later in the year the photograph reproduced above. In our issue of July 11, 1931, we were able to round off this interesting record with the first photographs ever taken of an okapi in its natural haunts.

these Darwin constantly referred in terms of grateful recognition.

Among Darwin's contemporaries, and most doughty champions against the attacks of often vitriolic critics, the foremost were Lyell, Hooker, and Huxley. But I am not so much concerned here with the merits of this great controversy as with the fact that all these men were adding facts of profound importance to our knowledge in their respective fields of labour. Many of these facts were, of course, of purely academic interest. But there were many discoveries also such as the plain man could appreciate, and these, without fail, found their place in the pages of this paper. It would take vastly more than the space at my disposal to review these discoveries here. But I can give samples of what was happening for the benefit of readers of the still "new" paper.

There was, for example, the discovery of a wonderful skeleton of a mammoth at Ilford, with tusks 10 ft. 6 in. long. It is now in the British Museum of Natural History, and is *still* the finest specimen of its kind in existence. During the Great War the huge Chatham elephant was discovered. This was fully described in these pages, supplemented by a picture, drawn by that great artist A. Forestier—now no longer with us—who had such a profound insight into the ways of the men of the Early Stone Age. This is one of the largest elephants which have ever lived.

The readers of this paper have always been kept abreast of the results of great expeditions in the cause of science. One of the earliest and most important of these in modern times was the *Challenger* Expedition, sent out under Sir Charles Wyville Thompson to investigate the physical conditions and natural history of the deep seas all over the world. Some three and a-half years were taken over this task, and the results were marvellous. Among other things they revealed most amazing conditions of life in the ocean depths. The full results were given to the world in a series of great volumes such as had never been issued before by any Government.

Later came the exploration of the Antarctic, by a succession of expeditions, the first of which was led by Captain Scott, who died there on his second venture. Though the newspapers told us much, they could not bring home the hardships and perils these intrepid explorers had to undergo, because they could not do what this journal did: they could not give us perfectly reproduced photographs taken on the field.

[Continued overleaf.]

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FIG. 2. THE GIANT 9-FT.-TUSKED ELEPHANT OF CHATHAM: A RECONSTRUCTION-DRAWING WHICH APPEARED IN OUR ISSUE OF AUGUST 23, 1919.

(Continued)

Nor could any amount of description compete with the camera in enabling us to form a conception of emperor and adelia penguins, leopard and crab-eating seals, sea-elephants, and so on. Lesser expeditions, privately financed or sent out by museums, have been no less carefully watched and recorded. There have been many, and space can be found for the mention of only the more striking results from the natural history point of view.

Let me begin with the astonishing discovery, made in 1896, of the remains of a huge ground-sloth (*Grypotherium*). We had all supposed that the giant sloths disappeared long before the advent of man on the earth. But in a Patagonian cave there were found



FIG. 3. THE DISCOVERY OF THE REMAINS OF "PILTDOWN MAN": A RECONSTRUCTION OF HIS APPEARANCE WHICH APPEARED IN THE SUPPLEMENT TO OUR ISSUE OF DECEMBER 28, 1912.

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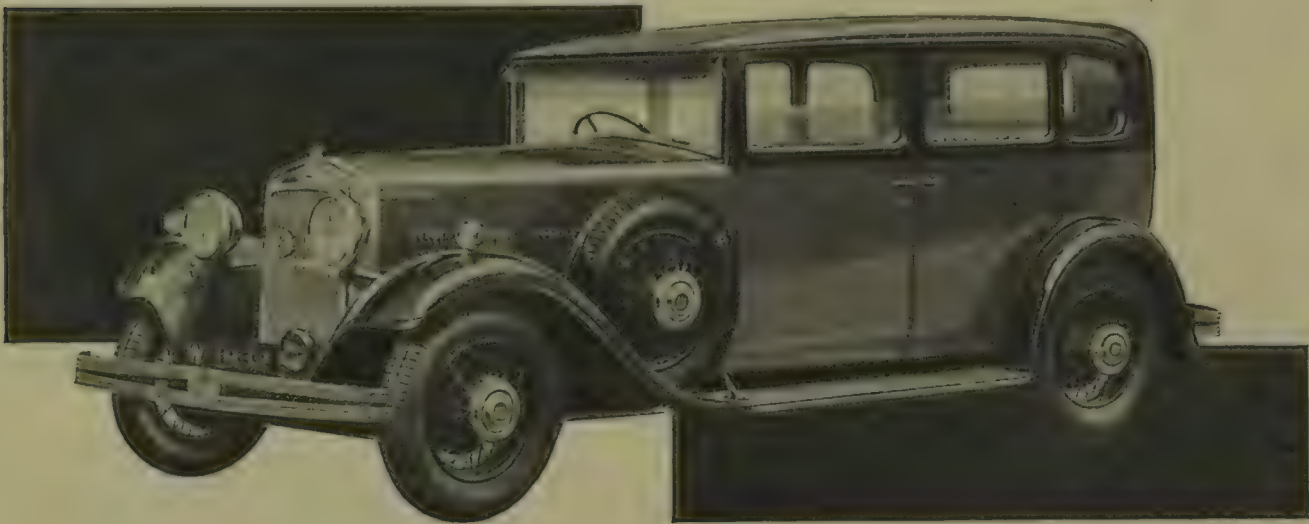
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# WOLSELEY



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This is one of the most primitive of fossil men. He had a lower jaw so closely resembling that of a chimpanzee that some eminent men of science insisted that the jaw found could not be a human jaw. A fierce controversy was waged over this, an account of which was duly given in our pages. The drawing reproduced here was made by our special artist, the late Mr. A. Forestier.

remains of one of these creatures that had evidently been stabled there, and slaughtered for food. A great piece of its skin, studded with small pebble-like bones and covered with long coarse hair, was found rolled up in the cave. This in itself was evidence enough.

The year 1901 was indeed a memorable year. It brought to light that strange creature the okapi, from the Semliki Forest of the Belgian Congo. One of the two splendid photographs of this animal which appeared in these pages is given now. We had, so to speak, warning of its coming, owing to a piece of skin, strangely marked, falling into the hands of Sir Harry Johnston. He assumed it to belong to some unknown species of zebra, and as such it was described by Dr. Sclater. But Sir Harry promised generous rewards to the natives for a complete specimen, and lo! not a horse, but an incipient giraffe turned up. Some regarded it as a hybrid between a giraffe and a horse.

In the same year came the discovery by Mr. H. J. L. Beadnell, in the Fayyum, of four most remarkable animals—two types of zeuglodont whales, ancestors of modern toothed whales; *Maritherium*, an ancestral elephant, no bigger than a pig, and tuskless; and, strangest of all, *Arsinoitherium*. This was indeed a weird-looking animal, whose snout was surmounted by a pair of enormous horns, with a smaller pair behind them. Pictures and descriptions of all these have appeared in these pages.

Those who are interested in the history of the human race, and especially in its gradual dawn, must have followed eagerly the wonderful finds, beginning with the Piltdown Man and ending with the Peking Man, described in these columns by famous men, such as Sir Arthur Woodward, Sir Arthur Keith, Sir Ray Lankester, and Professor Elliott Smith. These precious relics, enhanced by comparison with the famous ape-man of Java (*Pithecanthropus*) and the earlier discovered skulls of Mousterian Men, described by Huxley and others, all found a place here, serving to bring home to us the course of our development out of men even lower in the scale than the savage tribes of to-day.

*Eoanthropus*, the Piltdown Man (Fig. 3), the ape-like jaw of which I described some years ago, and the Rhodesian Man discovered in 1907, present a puzzling contrast. Piltdown Man had a smooth brow, while that from Rhodesia had huge beetling brows, recalling those of the gorilla.



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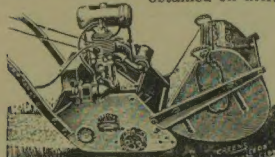


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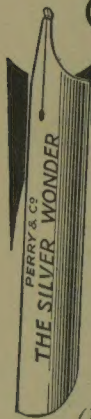


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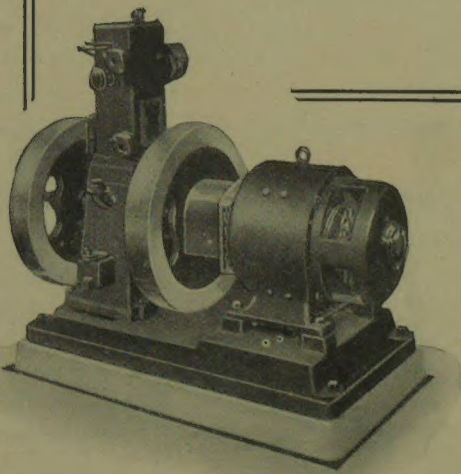
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## NINETY YEARS OF ARCHAEOLOGICAL DISCOVERY : LANDMARKS IN FIELD WORK.

(Continued from Page 698.)

collaboration with British, Italian, French, and American colleagues on other sites. With "Minoan" discoveries in the South Aegean came to light the "Minoan" culture of Orchomenus (1902) in Central Greece, the distinct civilisation of Thessaly (1901-12), and later (1918-30), the Macedonian and Thracian links between these and prehistoric cultures of Serbia, Roumania, and Ukraine.

Large excavations on classical sites begin with Newton (1852, about), and Wood at Ephesus, 1869-74, followed by German work at Olympia, 1875-80, Pergamon, 1878-1908, Magnesia, 1890-3; by French in Delos, 1877-94, and Delphi, 1893-1902; by British in Cyprus, 1887-90; Melos, 1895-8, Crete, 1901-3, and Sparta after 1904; by Americans at Argos, 1892-5, and subsequently at Corinth, and by Greeks at Eleusis (1882) and Epidauros (1885-90). Notable finds in ancient art are the figurines of Tanagra (1870-74) and Myrina (1880-2), the mummy-portraits of Gurob in Egypt (1887), the sculptured and painted sarcophagi of Sidon (1887), and the shipwrecked bronzes off Anticythera, 1900, and Artemisium, 1930.

In Italy, tomb-robbery had nearly exhausted itself when the Regolini-Galassi tomb was opened in 1836; and Dennis published his "Cities and Cemeteries of Etruria" in 1848. The expansion of Rome made discoveries inevitable, and town-planning enforced excavation. The frescoes in the Via Graziola and the Catacomb of Calixtus (1849), the Palatine clearance (1861-69), the Prima Porta villa (1863), the Capitoline Temple (1865-75), the Forum excavations since 1872, the Villa Farnesina with its wall paintings (1878), and the Ara Pacis gradually reconstructed from 1879 to 1904, are landmarks; and the

disclosure of earlier levels beneath the Forum, and of the adjacent Imperial Fora has been intermittent, and recently rapid. Throughout Italy conservation has been combined with incessant watch for casual finds; examples are the Bosco Reale villa with treasures of silver plate (1895-6), and Caligula's barges in Lake Nemi recently. At Pompeii turning points of method and interpretation are Fiorelli's work (1860-73), the distinction of periods and styles of wall-painting by Mau (1882), the "House of the Vettii," 1894-5, and the recent "Nuovi Scavi" both here and at Herculaneum. Notable regional explorations are those of Ridola in Apulia and Orsi in Sicily (from 1890).

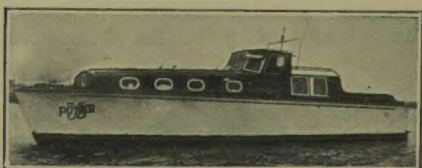
In North Africa the French conquest of Algeria and the annexation of Tunis in 1881 are archaeological landmarks also, making possible excavation at Carthage and on Roman sites—such as Timgad and Susa. More recently, Leptis on the coast of Tripoli has been similarly revealed by the Italians. Excavation at Numantia since 1905 shows what is to be expected also in Spain. Such work on Roman sites in France begins much earlier, at Alesia in 1862; on the Rhine frontier, the Romano-Germanic Museum, established at Mainz in 1852, the Limes Commission in 1892, and the Romano-German Institute at Frankfurt in 1901, mark stages in systematic research into national antiquities which has been the model for similar studies organised since 1890 by Haverfield, Macdonald, and others in Roman Britain, and in Austria and Roumania for other Roman frontier lands: Carnuntum, however, was excavated from 1877 onwards, and Adamklissi in 1882-90.

In Central and Northern Europe, lack of great sites and conspicuous monuments has made the progress of archaeology depend rather on cumulative study than on individual discoveries.

Further afield, glimpses of what awaits discovery

come from quite recent researches on Stone Age cultures throughout East and South Africa, from prehistoric and early historic sites in China, and from deeply stratified settlements at Mohenjo-daro and Harappa, in the Indus valley, a connection of which with Sumerian Mesopotamia begins to be apparent. On the stratified sites of Mexico and other parts of Central America, work on prehistoric cultures has hardly begun.

"The A.B.C. of the B.B.C.," by Sir Harry Brittain, K.B.E., C.M.G., is a little book filled with information of special interest to every broadcast listener. The entertaining style of the author when he takes the reader behind the scenes at Broadcasting House may be gathered from the following extract: "Men are sitting in chairs at sloping desks; long, white fingers are sensitively twitching knobs. To your astonishment, a series of coloured lights flicker in holes in this desk. . . . But these men are doing amazing things with noises. In some cases they are actually filtering noise. Somewhere in the studios beneath bands are playing, men are talking, and maybe the effects studio is in full swing. Sometimes noise is sent up to these men in what is known as 'a mix,' that is, a mixture from more than one studio. It is the business of the man at the desk to analyse this mixture of noises, and select the actual note or effects that he requires for the listening millions to make sense of it." The book, which is published by C. Arthur Pearson, Ltd., at one shilling, deals also with such subjects as The Birth of Broadcast Drama of the S.O.S.; and the Future of Broadcast



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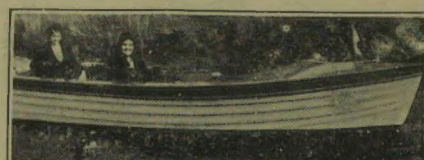
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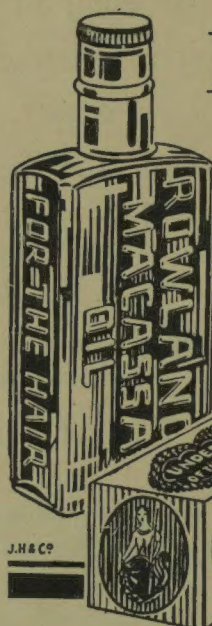
Most of us are only half ourselves, only 50 per cent. efficient, because of a foul condition of the intestines. Due to our sedentary habits and unnatural eating our intestines become slow and sluggish and fail to move out the waste matter in time. It putrefies within us and sets up toxins or poisons that are absorbed by the system and cause a state of auto-intoxication or self poisoning. This results in acidity, acid-indigestion, bad breath, coated tongue, sick headaches, irritability, lassitude, and sleeplessness.

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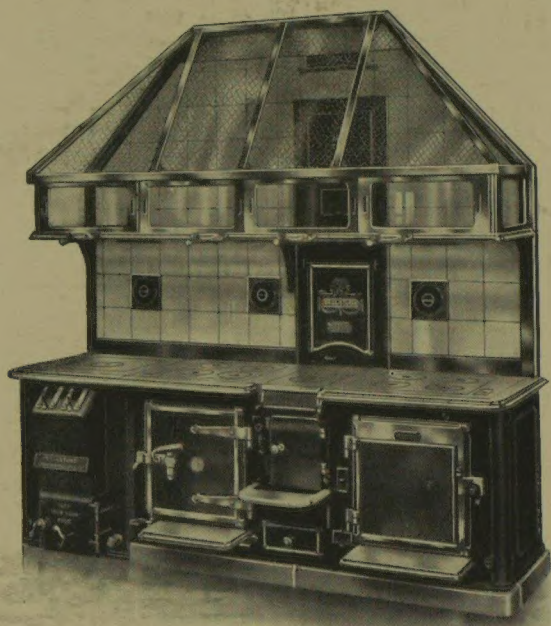
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